

Bulletin


MSA

Governing Motor Sports in the UK

MSA SCRUTINEERS



Scrutineer seminars

We have now begun the 2017 series of seminars, with the first few sessions successfully completed. If anybody is planning to come to one of the venues but hasn't yet notified us, then please do so to reserve your space on the day by emailing technical@msauk.org with your name, licence number and the date and venue you wish to attend, as well as whether you want to attend the Car or Kart session.

Important!!!

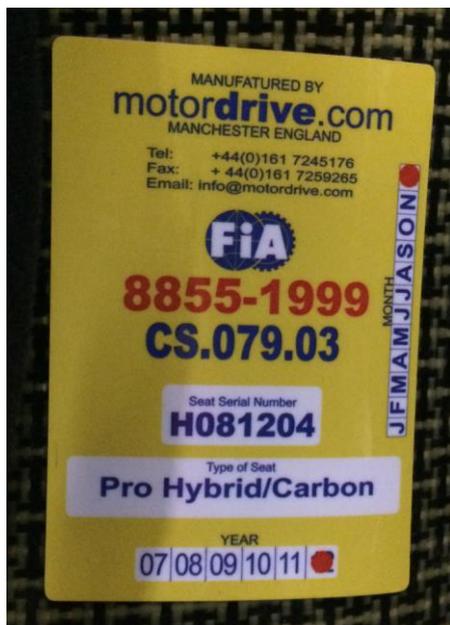
Please note that due to a low take up, the seminar planned to take place in Exeter on Saturday 11 March 2017 has been relocated to Bristol (DoubleTree hotel, Stoke Bradley) to hopefully bring in more attendees. Those that were signed up for Exeter have all been notified personally, however for anybody that would now like to attend this relocated seminar please email us at technical@msauk.org with the same details highlighted above.

In addition to the relocation, it has also been decided to put on an additional Kart Scrutineer session on the same day, subject to satisfactory take up. Any Kart Scrutineers wishing to attend should please confirm to technical@msauk.org as soon as possible, including the details highlighted in the first paragraph.

Chris Rowe

It is with sadness that we have to report that Chris Rowe – a former senior ACU and MSA scrutineer from the Isle of Man – has passed away following a short illness.

Chris was the father of the multiple British Rally Champion and 2003 Production World Rally Champion Martin Rowe. Chris had been the deputy chief scrutineer for the TT races for many years before joining the Manx International Rally scrutineering team as his son's rally career took off, he ended up holding his scrutineer licence for at least 15 years before letting it lapse to focus on raising his family after 2008. As anyone who came across him will appreciate, Chris was well known for his great sense of humour and technical skills. He dealt with some important technical cases surrounding the TT races, as well as many of the unfortunate accidents.



FIA seat homologation labels

The image here shows what has been confirmed as a fraudulent seat homologation label. Looking at the label, there are a couple of quick and easy giveaways of its suspect origin. Firstly, the spelling of the word “manufactured” at the very top is wrong, the “c” is missing! Secondly, the manufacture date is given as December 2012, remember that – as advised previously – the use of this old-style FIA homologation label was ceased at the end of 2011. So, a seat manufactured in 2012 must use the new-style FIA label with hologram. The manufacturer has confirmed that the label is not genuine for the reasons above, and also through cross-referencing the serial number on their database, which shows that the seat with this number was in fact manufactured in December 2008. It is useful to note that for *Motordrive* seats the first 2 numbers of the serial number indicate the year of manufacture, which could be useful for identifying further fraudulent labels.

Furthermore, in this case it was claimed that the seat was originally manufactured in December 2010 and had been sent back to the manufacturer for a 2-year extension to take it to the end of 2017. The claim being that the manufacturer removed the original homologation label and replaced it with this one, with an ‘artificial’ manufacture date to give it the 2-year extension. However, this procedure does not comply with the requirements for seat extensions, whether

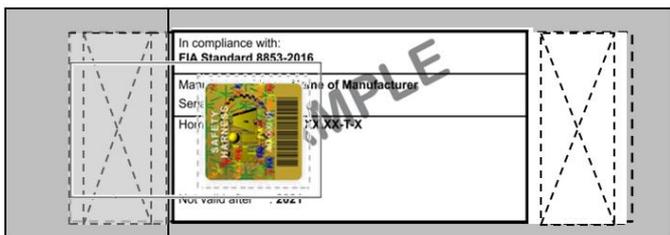
carried out by the manufacturer or not. The FIA homologation requirement for an extension is that the original homologation label must remain untouched, and an additional label confirming the new expiration date and validated with the manufacturer's quality inspection stamp must be added. Needless to say, the manufacturer has confirmed that they follow the FIA requirements for extensions, and that they have never had this serial numbered seat returned for extension.

Cameras

We have covered the topic of on-board/vehicle mounted cameras a number of times over the previous year or so through this *Bulletin*, but it is also worth a reminder of the situation concerning helmet cameras. The photo here shows a camera mounting bracket attached to a helmet presented for scrutineering at a stage rally. *MSA Yearbook* regulation (K)10.3.3(d) is relevant and is very clear in stating that the “...fitment of cameras to helmets by whatever means is not permitted unless an integral camera is provided by the helmet manufacturer and that model of helmet is approved under one of the accepted standards.” The attachment in this picture is clearly not part of a camera integral to the helmet and as such is not acceptable for use in MSA events where a helmet is mandatory.



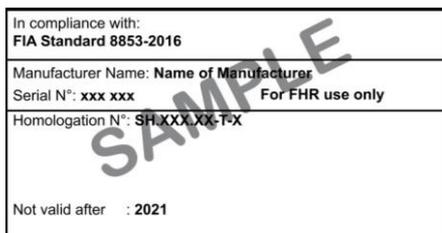
FIA harness standard



You may already be aware, but there is a new FIA harness standard, number 8853-2016 for 6 point harnesses. The new standard includes the same 5-year life as the other FIA harness standards 8853/98 and 8854/98, which will be marked in the same way on the homologation labels as “not valid after...”. Harnesses with this standard are perfectly acceptable for use in MSA events, whether or not an FIA-homologated harness is mandatory.

[FIA Technical List No. 57](#) lists all harnesses currently approved to the 8853-2016 standard, as well as links to the individual presentation forms.

Please note that the introduction of this new standard does not immediately affect the validity of harnesses to the 8853/98 or 8854/98 standards. The 8853/98 (5 points) standard will remain valid until the end of 2022 (manufacturing is permitted until the end of 2017) – remembering of course the 5-year validity of individual harnesses. The 8854/98 (4 points) standard is unaffected and there is no expiration date for this standard.



ROPS

A couple of photos here that demonstrate the need to check ROPS carefully! As can be seen, in both cases the welds shown are incomplete. This also shows nicely how the use of a mirror in those tight to reach spaces can be of great benefit! Remember that *MSA Yearbook* regulation (K)1.3.8 requires that “all welding should be of the highest possible quality with full penetration...” It is easily suggested that the welds shown here are not of the highest possible quality as they are incomplete!





Single seater ROPS

Anyone with an interest will no doubt have read the article published in the last edition of this *Bulletin* concerning single seater ROPS. As promised then, the full article was published in the general *MSA Extra!* newsletter to all licence holders. We have also published the article in standalone format on the MSA website under both the 'Technical: Car' and 'Competitors' Resource Centres. The standalone article can be downloaded by clicking [here](#).

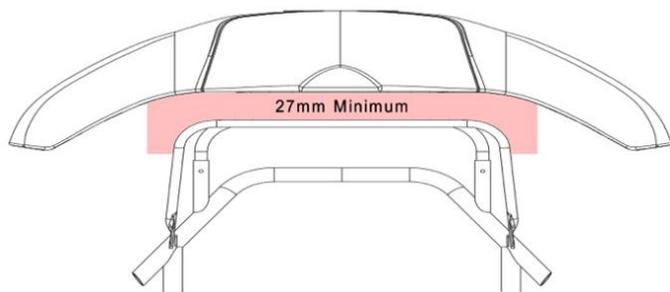
Rotax FR125 engine fiche

Please note that there have been a number of updates to the Rotax FR125 MSA engine homologation fiche published for 2017, for Mini Max, Junior Max and Senior Max classes. They are appendices 44 through to 57. To summarise the updates, they cover the following:

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| 44. Alternative EVO ignition system (Junior & Senior) | 51. Amendment – combustion chamber inserts (all) |
| 45. Alternative EVO exhaust valve (Senior) | 52. Amendment – gudgeon pin weight (all) |
| 46. Alternative Dell'orto carburettor (Junior & Senior) | 53. Amendment – atomiser measurements (all) |
| 47. Carburettor float arm height (all) | 54. Amendment – inlet restrictor (Mini) |
| 48. Alternative EVO exhaust (all) | 55. Amendment – air filter element (all) |
| 49. Alternative CNC machined cylinder (Mini & Junior) | 56. Amendment – exhaust timing (Junior & Senior) |
| 50. Alternative inlet manifold (all) | 57. Alternative crankcase (all) |

The full engine fiche, including all of these updates can be downloaded from the Kart Technical Resources centre of the website at www.msauk.org/KartTech. You may notice that some of these updates supersede earlier sections of the fiche, including the main body of the fiche. We are currently working on highlighting sections of the fiche that have been superseded by later appendices for clarity. This won't change any of the information in the fiche, but should make it easier to follow, so keep your eyes out for this appearing at the same link above in the next week or so.

Kart front fairings



We mentioned last month about changes regarding front fairings in Junior and Senior non-gearbox kart classes. Some changes are already implemented – although these shouldn't have any practical effect on existing equipment – and an additional change to implement a minimum 27mm gap behind the front fairing (as shown in the diagram here) will come into effect from 01 March 2017. Again, all of these changes, and their possible effects on competitors and their equipment has been compiled into a user-friendly information sheet which can be downloaded [here](#). Please feel free to distribute this as you see fit to assist customers, officials or anyone else.

We can also confirm that for British and National Cadet Championships for IAME and Honda this year the CIK dismountable front fairing mounting system will be mandatory. The full system will be used, which has necessitated an amendment to the Cadet regulations to permit the plastic central block (only when the CIK system is in use) – see Gold Book Amendment 4 at www.msauk.org/KartTech.

Cadet Rear Protection System

Remember that the Cadet regulations only permit the use of a plastic RPS if it is registered with the MSA. Historically there has only been one registered, the Birel version. However, there is now a second RPS added to the list, manufactured by KG. The registration form can be downloaded from www.msauk.org/KartTech with all of the details, including the ID marking that must be present on the RPS. Note that this RPS has a variable width – it can be moved in and out to suit, however remember that it must at all times comply with the relevant regulations on width. (U)17.8.6 and 17.8.7 require it to not exceed the outer width of the rear wheels/tyres, whilst at all times covering at least 50% of each rear wheel/tyre.

