



Scrutineering consumables

Please see the 2017 list of fees for scrutineering equipment below. Note that the cost of a strip of helmet stickers is given, and further to this the charge to the competitor for application of a sticker to a helmet has increased to £2.50.

Helmet stickers	£12.50	per 10
Plastic seals (roto-seals)	£30.00	per 100
Pre-wired Unicable metal seals	£15.00	per pack of ten
Sealing strips	£4.10	per pack of 15
Sealing bags	£4.10	per pack of 10
Sealing wire	£14.00	per 100m reel
Sample cans (large or small)	£4.20	each
Scrutineer labels	£17.00	per pack of 100
Sealing kit	£36.00	each

Remember that these items are only supplied to appropriately licensed scrutineers and remember that sealing products and helmet stickers are uniquely identified so that they can be traced back to the scrutineer to whom they were originally supplied.

Any of these items can be ordered by phoning the MSA Sales Department on 01753 765000 or by visiting the MSA web-shop at shop.msauk.org.

FEV extinguisher recall

Please be aware that the FIA have issued an urgent informative note concerning a recall on FEV FX G-TEC3300R fire extinguishers (FIA Standard 8865-2015) with homologation number EX.008.16. This note is attached to the email on which this *Bulletin* was received. As explained in the document, FEV have discovered a manufacturing error in the size of the cylinder on some systems, resulting in them no longer complying with their homologation. The homologation for those cylinders affected (as shown in the list in Appendix I of the document) is immediately withdrawn. If you come across a competitor with one of the affected systems, please advise them immediately of the recall and take the following steps as directed by the FIA:

- Scrutineering of the car must be stopped and anyone inside must exit the car.
- The car must be sent back to the team/awning etc. so that the cylinder can be removed from the car, in accordance with the procedure provided by FEV and detailed in Appendix I of the document.

You can also direct the competitor to the manufacturer to have the cylinder replaced with a correct version. Please note that any cylinder with the homologation number EX.008.16 that is not listed in the Appendix I are not affected by this decision.

Judicial Guidance

At a recent Scrutineer seminar we were asked to publish a link to the Judicial Guidelines for Officials, this document is found on our website in the [Officials Resource Centre](#) and the guidelines themselves can be viewed by clicking on the following link; [Judicial Procedures](#). It is useful for scrutineers to familiarise themselves with the Eligibility Appeal Panel procedures detailed within this document.

Rally future

You may have seen a press release earlier this week notifying you of updates to the Stage Rally Safety Requirements published as part of the Rally Future programme. The Requirements have been updated following feedback from event organisers, Safety Delegates and other officials including very useful feedback from Scrutineers. This latest revision comes into effect from 1 July 2017.

The update is available in two formats. First there is a straightforward updated version of the main document. Secondly and alternatively, the updates will be available as a supplementary sheet to the existing main document. Both can be viewed on the MSA website at the following link; [Rally-Future](#)



Single Seater ROPS

With the season now underway for many, the topic of single seater ROPS is again at the forefront of a lot of minds. There are a few points that are worthy of reinforcement or clarification.

Firstly, it is acknowledged that the regulations in the current *MSA Yearbook* are not fully clear and don't necessarily fully reflect the approach taken to single seater ROPS that we have highlighted in recent publications and guidance. The Sprint & Hill climb regulation relevant to single seater ROPS (post Period E/1960) is (S)10.1.6., which refers directly to (K)1.6.3. Nowhere within these two regulations does it refer to allowance for the ROPS to remain in accordance with period requirements, and nor does it make allowance for a homologated ROPS.

As we have highlighted in previous articles, and the guidance notes published in the *MSA magazine* and on the [MSA website](#), a ROPS built in accordance – and still in compliance – with the relevant MSA regulations of the period remains acceptable. Primarily this applies to Chromoly ROPS from between 1977 and 1987, which were subject to the smaller dimensions of 35 x 2.0mm min. Note that the CDS ROPS requirements of 42.4 x 2.6mm min. have not changed since their introduction into the regulations. Additionally, a ROPS with a valid ROPS Homologation is acceptable. Please note that this is the approach to be taken with such ROPS from this point forwards, we intend to clarify the *MSA Yearbook* regulations to reflect this more clearly for the future.

There is a further anomaly, which is single seater racing cars falling into the gap between Period E (ROPS exempt) and 1977 (when ROPS regulations first appeared in the MSA regulations). Again, for such cars the ROPS is acceptable if it complies with the requirements that it was subject to in period, for example Championship or Formula regulations. Remember that the onus is on the competitor to prove such compliance if there is any doubt.

In all cases a ROPS complying with current MSA Yearbook regulation (K)1.6.3., or relevant FIA Appendix J regulations is of course also acceptable.

One further point that has arisen recently is regarding the second paragraph of (K)1.6.3. and the requirement for the ROPS to incorporate a cross brace as a restraint for the driver's head. Many single seater ROPS, particularly more recent ones, do not incorporate such a cross brace as a suitable headrest is provided on the chassis/car itself. We would ask for a common-sense approach on this point. If the car incorporates an effective headrest not attached to the ROPS, then the requirement for a cross brace on the ROPS is not necessary. Again, we intend to clarify this aspect for the future.

Finally, since the back end of 2016, we have issued 20 single seater National ROPS homologations, as follows. If you require a copy of any of these – for scrutineering use only – please contact us in the Technical Department with the relevant homologation number.

Homologation No.	Manufacturer	Model
UK/16/0092	Jedi	Universal
UK/16/0094	OMS	25
UK/16/0095	OMS	28
UK/16/0096	OMS	3000M
UK/16/0097	Prototype Car Designs	S1100 Saxon
UK/16/0098	Johnny Walker	JW4 Formula IV
UK/16/0100	Ford	FF200 Ecoboost (SJ01)
UK/16/0101	OMS	Hornet
UK/16/0102	OMS	CF
UK/16/0103	OMS	2000M
UK/16/0104	Force	PC & MV8
UK/16/0105	Force	WH
UK/16/0107	Pilbeam	MP62, MP72, MP82, MP86, MP87
UK/16/0109	Pilbeam	MP88, MP97
UK/16/0111	OMS	PR
UK/16/0112	OMS	25 / 28 / 2000M / Factory
UK/16/0113	OMS	C2
UK/16/0114	Empire	Wraith
UK/17/0117	Empire	Evo
UK/17/0118	Medina Sport	J.L. (Formula Ford)



Road Rally Tyres

The recent exclusion of a competitor at a Road Rally for presenting a car fitted with tyres that appear on the "List of Eligible Asphalt Tyres for FIA Rallies" lead to much discussion concerning tyre eligibility with particular focus on Tyre Lists 1B and 1C.

Tyre List 1 exists to establish tyres that are suitable for use in circuit racing and speed events. Until recently it would have been clear enough to state that these were road tyres suitable for racing but changes to EU Regulations, the very reason for the current uncertainty means that that term only serves to confuse the issue further.

Changes brought about by EU Regulations have been quite far reaching across the industry, the result is a number of the tyres previously on Tyre List 1B are no longer able to comply with the EU regulations. To provide a home for those tyres and remembering that the primary purpose of Tyre List 1 is the categorisation of tyres for use on racing circuits, the MSA Tyre Advisory Panel created Tyre List 1C.

Returning to the question of tyre eligibility for Road Rallies. The first principle for any Road Rally Car is contained in R18.6.

R18.6. The vehicle must be currently registered and taxed as a Private Car and comply with all statutory regulations as to the Construction and Use regulations (especially regarding brakes, lighting, tyres, warning devices, rear view mirrors, silencers, speedometers, wings and windscreens).

This is further emphasised by R18.4.1. with specific regard to tyres.

R18.4.1. Vehicles must be fitted with tyres that are always legal for use on the public highway.

It shouldn't really need stating but the car must be road legal. That judgement whether as Scrutineer or competitor becomes more complicated when you start modifying a car from its original specification. There are a number of factors concerning tyres, sizes, load and speed ratings, condition and so on, equally there is a more general caveat and first principle, that the tyres must be suitable for the purpose of their use. This is of course subjective to a degree but is relevant when considering the matter of the tyres that appear on List 1C.

Road Rallies for the most part will traverse highways in all states of repair and condition, typically the competitive sections will be set over the tighter twistier and poorer roads, often covered in weather caused detritus or dragged onto the highway from adjacent land by agricultural operations. This is a sweeping generalisation but a tyre suitable for a Road Rally needs to have a general suitability to all potential conditions that might be encountered, and unlike a Stage Rally, Road Rallies do not allow outside assistance with the ability to change tyres to suit different conditions. Therefore, a tyre that is heavily biased towards a certain set of conditions may not be seen to be "always legal for use on the public highway."

Returning to Tyre List 1C. As stated above the origin of this Tyre List lies in the change to EU Labelling Regulations and the need to find a home for tyres that no longer complied with those legal regulations but which still had a place in racing. The majority of the tyres on Tyre List 1C are advertised and promoted by the manufacturers and their agents emphasising dry weather performance and suitability for circuit and track use. Not qualities that suggest all weather suitability nor for the less maintained highways and byways so favoured by Road Rally organisers and competitors alike.

Confusion following the changes to EU Regulations, keeping Section L up to date and the need to bring simpler regulations which don't require the same degree of knowledge and understanding of the legal issues not always immediately apparent will see Rallies Committee publish a set of proposals later this month. In the interim the above is issued as explanation and clarification concerning the eligibility of Tyre List 1C on Road Rallies.



Batteries

There has been some discussion recently as to what defines a wet battery in light of the changes to J5.14.1, this was subject to a review by the Technical Advisory Panel at their recent meeting and the definition was agreed as follows; A wet cell battery has a liquid electrolyte. A dry cell uses a paste electrolyte, with only enough moisture to allow current to flow. Unlike a wet cell, a dry cell can operate in any orientation without spilling, as it contains no free liquid. So, we can confirm that a gel battery would not be considered a wet battery.

We would also like to reaffirm that the change to J5.14.1 regarding batteries being located rearwards of the seats where a co-driver or passenger is present applies to all batteries, not just wet batteries.

Wheel studs

The image to the right shows a wheel fixing failure at a recent race event. The vehicle had longer than standard wheel studs fitted due to wheel spacers and these studs had failed. These are not considered extended wheel studs per J5.8.2 as they are single piece replacement longer studs, not multi piece extensions. However, from safety point of view they do not appear to be suitable as several cars in this event were found to have them fitted only finger tight!

We suggest that competitors are advised that if longer wheel studs are required then the type that are fitted from the rear of the hub, as shown below, would be a suitable part to use.



Vehicle Passports

When completing vehicle passport applications, we ask for details of any seals fitted to the vehicle, most commonly these are turbo restrictor seals on forced induction cars. On the section of the application form where these seals are detailed can we please ask that a full description of the seal type is used, for example, "MSA Rotoseal" or "MSA Unicable Seal" as we need to include these details on the Passport. Also, please remember to include the restrictor sealing details on all applications for forced induction cars where a sealed restrictor is required, as we need these details to enable the passport to be issued.

FHR Tethers

Please remember that as detailed in the [FHR Guidance document](#) and advised at Scrutineer seminars, the tethers on FHR devices are not lifed.

The tether labels will show a date of manufacture, as seen in the image to the right, but this does not infer that they have an expiry date.



IAME X30 Mini X fiche

Please note that the relevant technical details for new IAME X30 Mini X class are now available on the MSA website as appendices to the main IAME X30 fiche. The full fiche, including the relevant appendix 11 (exhaust bend/restrictor) and appendix 12 (carburettor) can be downloaded from the MSA website at www.msauk.org/KartTech

. As a reminder, the class regulations can also be downloaded from the same page.