

ROPS mounting feet

Following the publication of the article in last month's *Bulletin* we have been further reviewing the relevant MSA and FIA regulations, and have been in consultation with most major ROPS manufacturers in the UK. This has presented a number of additional factors that need careful consideration before any further action.

With this in mind, please be advised that whilst we carry out a full review we are not asking competitors/entrants to modify existing installations, and we expect scrutineers to please take the same approach at this stage. Over the coming days we will be working towards a sensible solution and intend to be in a position to update with much more detail in next month's *Bulletin*.

Ian Johnson

We are sad to report that Ian Johnson passed away suddenly earlier this week. Many of you will know Ian as a hugely experienced Environmental Scrutineer at Rally, Speed and Race events in the North-East officiating at events in the area for over 30 years. As well as his environmental specialism, Ian was an experienced Car Scrutineer working with many championships. His enthusiasm and knowledge will be greatly missed.

Fire extinguisher supply and servicing

The MSA have been made aware of claimed supply issues in extinguisher systems for competitors purchasing new systems, or having existing systems serviced. Please be assured that we are in communication with the manufacturers and will continue to monitor the situation for further review.

Dry powder fire extinguishers

The transitional period for the introduction of the new fire extinguisher regulations detailed in Section (K)-Appendix 3, has presented an anomaly regarding the use of dry powder hand-held fire extinguishers. The existing regulations in (K)3 state simply that dry powder extinguishers are prohibited. However, the new Appendix 3 regulations detail dry powder as a permitted extinguishant for a hand-held system.

These new regulations, although not mandatory until 2019 for new build vehicles and 2022 for all other vehicles, can be applied now if a competitor wishes to in advance of the mandatory implementation. Therefore – providing it meets the minimum quantity of extinguishant detailed in Section (K) Appendix 3 – a dry powder hand-held fire extinguisher can now be used.

Fake seat label

The image to the right has been sent in by a scrutineer who came across seats for sale online with this label, and correctly identified it as a counterfeit. The biggest give away is the date of manufacture – the label indicates a manufacture date of August 2013, however, the FIA homologation requirements for seat labels have required all seats manufactured since 01 January 2012 to have the rectangular white label with the overlaid FIA hologram. Another, more subtle give away was the spelling mistake in the manufacturers email address! There are also more detailed factors that can be checked, for example in this case it was easy for the manufacturer to identify that the serial number was incorrect, as it does not match their system for serial numbering.

If you are unsure about a label, with a simple photo we can normally quite easily follow up to establish whether there is an issue or not. So, in any such case, please forward images to the Technical Department and we can communicate with the manufacturer or FIA where necessary.





ROPS certificates

Please note that there are a number of old MSA issued ROPS certificates in circulation that carry the following statement at the bottom of the first page: "not valid unless perforated with RAC-MSA seal". Currently, when the MSA issues ROPS certificates to customers, they are printed on MSA-watermarked security paper, but are not perforated, so any certificates issued that carry this statement do not require perforation.

The ROPS certificates in question are those with numbers between 717 and 1475. Should you come across one of these ROPS certificates, provided it is on the correct MSA-watermarked security paper, it remains eligible without 'RAC-MSA' perforation.

Hybrid and Electric Vehicles

Enquiries into the use of Hybrid and Electric vehicles in various sporting disciplines is increasing. We are currently working with the experts in this technology to define the training requirements for scrutineers and the requirements for both the vehicles and the venue/event facilities required to accommodate such vehicles. We have already published guidance for the organisers of speed events available on our website at the following [LINK](#).

At this time if you are approached by a competitor wanting to run this type of vehicle or have one on an entry list for any type of event, please contact the Technical Department for advice.



ROPS tube

The images below have been sent in to us by a scrutineer. They show a main hoop support removed from a very well-known make of sports racing car which has been competing for some time in a circuit race championship. The support is made from 38mm diameter seam-welded tubing, the seam can just be seen and felt on careful inspection even though the tube is plastic coated.

It can be very difficult to see when a tube is seamed, however even when painted there is often a tell-tale change in surface or ridge in the paint that might make you look a little closer.



CIK mounting block

Please note that for 2018 there is a new CIK-homologated dismantable front fairing system, in addition to the existing KG part. The new system is manufactured by Righetti Ridolfi, to the same design principles as the existing one. MSA regulations simply require the dismantable system to be CIK-homologated, and therefore both the existing KG system and the new Righetti Ridolfi system are acceptable. At this stage there are no known performance differences between the two, and as they are to the same controlled design they should both act in the same way. Championship Regulations should be checked, as there may be a restriction to one system within those.



Kart Eligibility Scrutineer Training



Thank you to all those who attended the recent Kart Eligibility Scrutineer training day at the Hilton, East Midlands. We were very pleased to have a total of 31 Scrutineers attend the session. Those that attended were provided with practical sessions on the eligibility checking and measuring of all the engines currently in use in the core classes of MSA non-gearbox karting.

I am sure all of those present will join us in offering a big thank you to the following for their assistance in making this event a success: JAG Engineering, John Mills Engineering, TAL-KO, Association of British Kart Clubs (ABkC), James Mills, Gary Walker, Paul Klaassen, Ernie Salmon and George Robinson. We would also like to express our thanks to the Hilton Group who aided in keeping venue costs down.