

Bulletin


MSA

Governing Motor Sports in the UK

MSA SCRUTINEERS



IPO counterfeit parts

Please be aware that the Intellectual Property Office have just launched a counterfeit vehicle parts awareness campaign, all the details of which can be found by following the link to the press release on the front page of their website at: <https://www.gov.uk/government/organisations/intellectual-property-office>. Within the press release, there is a link to guidance published at: <https://www.gov.uk/government/publications/counterfeit-vehicle-parts>. It is well worth a look, and you will notice that within the guidance there is specific reference to counterfeit vehicle parts within motorsport.

F1 British Grand Prix

On behalf of the organisers, we would like to extend a huge thanks to the scrutineering team at the British Grand Prix at Silverstone last month, for helping make the event such a success. MSA Chairman David Richards wrote "There were nearly 1000 volunteers at Silverstone and their dedication was evident throughout the weekend, as they kept everything running smoothly through the extraordinary heat. Whether marshals, recovery crews, scrutineers, timekeepers or medical personnel, they delivered a showpiece event that demonstrates why the British Grand Prix deserves its place on the F1 calendar for many years to come." Well done everyone!



The British Grand Prix Scrutineering team with FIA F1 Technical Delegate Jo Bauer (Centre)

Harness bars

Please remember that MSA regulations concerning the installation of harness shoulder straps onto a ROPS member – a harness bar – stipulate minimum tube dimensions. The minimum dimensions are 38mm x 2.5mm or 40 x 2.0mm. This is applicable to any harness installation on a ROPS member for any discipline, be it Race, Rally, Cross Country etc...

Fire extinguisher regulations

As a reminder, the new section (K) regulations for fire extinguisher come into effect from 01 January next year (2019) for any new-build cars. It is important to note, that for existing cars (existing before the end of 2018!) the current regulations can still be utilised. There is no need for existing cars to have been issued with a new Vehicle Passport to utilise this exemption from the new regulations – old CCLBs or previously issued Vehicle Passports are fine as long as they remain valid for that car. The new regulations come into effect for all cars (where a fire extinguisher is mandatory) from 01 January 2022.



Stage Rally ROPS amendments

Following publication of regulation changes for Stage Rallying, requiring vehicles issued with Vehicle Passports from 2019 to have additional ROPS members, we received a large number of concerns about the ability to fit the additional members in to older design vehicles. This led to a review of the regulation by the Technical and Rallies Committees resulting in an amendment to the regulation with immediate effect. The amended regulation is copied below;

R48.10.1. *Have, as a minimum, a ROPS complying with K.1, Section K Appendix 2 Drawing number 5 or 6, and longitudinal door bars complying with K.1.3.5(b) (side sections K Appendix 2 Drawing number 9).*

For vehicles not issued with a Vehicle Passport or Competition Car Log Book prior to 1st January 2019 – and of a make and model with a conception date post 31.12.2005 – the following additional members are mandatory:

- a) Roof Reinforcement complying with K.1.3.5(c) and Section K Appendix 2 drawing number 10(a), (b), (c) or (d).*
- b) Windscreen Pillar Reinforcement complying with K.1.3.5(e) on each side if Section K Appendix 2 drawing number 63 dimension "A" is greater than 200mm.*

To explain, the requirement for the additional members relates to the conception date of the model of car not the individual vehicle's manufacture or registration date. For example, the Mk2 Ford Focus as a model was introduced in 2004 and was manufactured until 2011, therefore a 2011 manufactured Mk2 Focus would not require the additional bars as the model was conceived prior to 2005. Whereas a Mk3 Focus was introduced in 2011 thus any vehicle of this model will require the additional bars. This date of post 2005 reflects the FIA regulations for when these bars became mandatory.

The amendment also clarifies that this new regulation only applies to vehicles issued with their first Vehicle Passport from 2019 – cars with existing Competition Car Log Books or Vehicle Passports remain valid in their current specification. The requirements will not be retrospectively applied for vehicles which have previously held a Competition Car Log Book or Vehicle Passport.

John Atkinson

It is with regret that we have to report that John Atkinson passed away peacefully very recently, he was involved as a Scrutineer for over 40 years and continued to work in that capacity into his 80s! John will be sadly missed by the Scrutineering community, we pass our condolences on to his family and friends.

Category Two Stage Rally vehicles

We would like to remind Scrutineers that undertake vehicle passport inspections what to look for to indicate that a Stage Rally vehicle would need Category Two authorisation. Firstly, engine capacity, per R48.2.6 if a vehicle is fitted with an engine that is more than a 25% increase in capacity then Category Two authorisation will be required. In these cases, the 25% capacity increase is taken from the largest engine fitted to that model as original equipment by the manufacturer.

The next indicator of a Category Two vehicle is modifications to the chassis/unitary construction. The only modifications permitted to the chassis in Category One are those homologated by the FIA or localised alterations to accommodate the fitting of an alternative engine/gearbox/differential/axle/seats or exhaust. Localised alteration would allow modifications such as minor reshaping of the existing panels, any significant modifications such as replacement transmission tunnels, cut away bulkheads and other such structural modifications are likely to require Category two approval.

Modifications to suspension is another area that can require a vehicle to be approved under Category Two, other than where homologated by the FIA any modification to the operating principle of the suspension or movement of the suspension mounting points will require Category Two approval. An example of this would be a car originally supplied with a beam axle being modified to use independent wishbone suspension.

If you have any concerns over a vehicle or are unsure if it would require Category two approval, please contact the MSA Technical Department with details and we will be able to advise you.



Vehicle Passport applications

We are processing a very high number of Vehicle Passport applications currently, since April 2018 we have processed over 440 new applications! With this volume it is important that the process works as efficiently as possible, and we need your help as scrutineers to achieve this, there are a number of cases where the correct application procedures are not being followed which can cause delays in the issue of Passports.

The guidance notes for scrutineers are available on our website by [clicking here](#), please re-read these notes to remind yourself of the correct application procedure. The key points we would like to reiterate to make the system as efficient as possible are the following;

Please submit your applications only by email to technical@msauk.org. The application should be on a single email, with the application form, photographs and payment form attached. Please do not send photographs separately from the application form as this causes delays where we have to search for the photos and match them to a separate application, or hold an application pending receipt of the photos.

When submitting the application please reference the vehicle registration and owners name in the email subject line, we have to use the email search function to find applications and if the registration or owners name is not detailed this becomes virtually impossible and very time consuming.

For road registered vehicles please use the following format;

OWNERS SURNAME - VEHICLE REGISTRATION

(example) Subject: SMITH – AFW 65K

In cases where a vehicle does not have a registration please use the following subject title format;

OWNERS SURNAME – VEHICLE MANUFACTURER

(example) Subject: SMITH - DALLARA

The application and photographs, on a single email, must be sent by the inspecting Scrutineer. Please do not ask the vehicle owner to email the photos to us separately, if the owner has taken the photos they should send them to the Scrutineer for you to check before you send them to us with the application. This is the most common cause of delay, where the scrutineer has sent the application, but we are waiting for the photos. This causes delays where we must chase the scrutineer or owner for the photos, which if taken by the owner are inevitably wrong! By the Scrutineer sending the photos we know that you have checked them, and they should be correct.

Please submit the payment promptly. If calling our sales department to pay by card, please do this as close as possible to the time you submit the application by email, if you are sending in payment by cheque in the post make sure this is posted promptly after submission of the application by email. If you want us to call you to take payment, please make sure the completed payment form indicates this and is submitted with the application and photos by email.

Please make sure all the information on the application form is completed. Where information is missing or incorrect it causes delays as we have to query this with the inspecting scrutineer. A common issue is with the ROPS details section, we see a number of applications where a certificate number is detailed but the tube dimensions noted on the application either do not match the certificate or are detailed as unknown. If inspecting a vehicle with a certified ROPS you must request to view the certificate, how else can you ensure the ROPS complies with its certification? In viewing the certificate this will also give you all the information you need to complete the ROPS details section of the application form, including tube diameters and wall thickness.

By Following these simple steps when you submit a Vehicle Passport application, it will make the process work as efficiently as possible and minimise delays in the issue of the Passports, thanks for your co-operation!

Fake CMR2007 helmet label

The photos here were sent to us recently and show a helmet with an apparently fraudulent Snell-FIA CMR2007 label applied – and possibly an incorrect BS6658:1985 Type A label as well, although that has not been verified. The full list of Snell-FIA CMR2007 certified helmets is available on the CIK website at: www.cikfia.com/regulations/technical, note that none of these helmets are dual-certified Snell-FIA CMR2007 and BS6658:1985 Type A. When it was inspected, it was also noted that on the rear of the helmet it quoted “size 54” and weight “1400g” (it was weighed at 1351g), the Snell-FIA CMR2007 standard declares a maximum weight of 1250g for a 54cm helmet. Please don’t forget that within MSA racing the standard’s minimum weight is not applied – instead it is given in (K)10.3.1(c) as 1550g (which allows for paint jobs etc.), so the helmet does not fail on the measured weight, however it is clearly incorrect in quoting a weight of 1400g which contradicts the maximum required to achieve the certification that it purports to have!



Rotax Senior exhaust port template

Please note that there has been an amendment to the Rotax FR125 engine fiche concerning the original template gauge for checking the exhaust port. The original gauge with part number **676 245** is no longer to be used in its ‘vertical’ orientation (as pictured) – although it is still valid for use in its ‘horizontal’ orientation. There is a replacement gauge with part number **676 245***, which is valid for use in both the ‘vertical’ and ‘horizontal’ orientation. Fiche amendment number 65 contains all of the relevant details and can be viewed at the back of the full fiche, which can be downloaded from the Kart technical resource centre on the MSA website at www.msauk.org/karttech. Please contact JAG Engineering directly for further details or enquiries into obtaining the new gauge.

Rotax tyres

MSA Kart Race Yearbook amendment 5 has been issued, concerning tyres in the Rotax Junior Max and Senior Max classes. The full amendment can be downloaded from the Kart technical resource centre on the MSA website at www.msauk.org/karttech. Please note that the amendment comes into effect from **01 September 2018**, to allow a month notice period. From that date, the only slick Mojo D2 tyre permitted in these classes will be that bearing a white barcode with a yellow flash at each end.