



## IMPORTANT UPDATE: homologated seats and harnesses

The MSA have today released a statement confirming an immediate update to the approach taken to the life of homologated seats and harnesses. Please click [here](#) to read the complete statement and access the associated regulations amendments. We are currently compiling guidance to be circulated in the coming weeks, both for scrutineers advising on the increased rights in retaining or invalidating homologated equipment in certain cases, and for competitors dealing with education around the importance ensuring that appropriate levels of safety are maintained.

## Dallas Smith awarded

At the Silverstone Classic event in July, Dallas Smith was presented with a memento to commemorate his fantastic sixty years of service as a Scrutineer. Dallas' first event as a Scrutineer was in 1957!

The award was arranged and presented by the current scrutineers of the 750 Motor Club as a thank you for his help, assistance and instruction in their 'formative years'. The memento is in the form of a sculpture consisting of technical components from a variety of vehicles relevant to Dallas' scrutineering history and was constructed by Tim Penstone-Smith.



## Fire extinguisher homologation withdrawal

Please be aware that – for safety reasons – the homologation of the following extinguisher systems has been withdrawn by the FIA with immediate effect:

Manufacturer	Model	Homologation no.
FOGMAKER INTERNATIONAL	FOGMAKER	EX.001.97

As these extinguisher systems can no longer be considered as complying with the FIA standard for plumbed-in fire extinguisher systems in competition cars, their use is not authorised in any case where compliance with the above-mentioned standard is mandatory. A complete and up-to-date list of extinguisher systems homologated according to the FIA standard for plumbed-in fire extinguisher systems in competition cars may at any time be accessed on the FIA website, homologations section with the name Technical List No. 16 (click [here](#)).



## Helmet standards

A scrutineer at a recent event was presented with the helmet pictured here for scrutineering. The gold sticker on the back is the ACU gold sticker for motorcycle sport use – so not relevant to MSA motorsport. Just visible on the extreme left at the bottom is the blue BS:6658-85 Type A standard sticker – this standard ceased to be eligible for MSA motorsport from the beginning of 2010. Obviously, this helmet was not allowed for use at the event where it was presented!

As you can see, the helmet was presented also bearing a blue MSA helmet sticker – however it is a 2005 sticker with the old-style MSA logo on and would most likely have been affixed many years ago when the helmet was still eligible. If presented with a helmet to a no longer eligible standard with an MSA sticker still affixed, it would be prudent to remove that MSA sticker.

## ROPS installation

These photos were sent to us by a scrutineer who was inspecting this car for a Vehicle Passport application. The scrutineer was concerned at the ROPS, as in many locations the junctions between members were made using an odd-looking welded 'joint' style. Welded sleeve joints such as this are not a permitted method of joining mandatory ROPS members. There is no way of telling how far the tubes pass into the 'sleeve', the individual tubes should all be one piece across their length. It is possible – or maybe likely – that the tubes are too short to complete the installation in this car (it may be that the ROPS is a kit designed for a smaller car) and these joints have been added to extend their length.



## Inadequate towing eye

We are seeing an increase in scrutineers reporting unsuitable or inadequate towing eyes being found on vehicles. On this example of a Circuit Racing car the actual towing strap appears to be suitable and of the correct internal diameter as per (Q)19.1.3., however the metal eye that the strap is attached to is totally inadequate. The scrutineer who encountered this example suggests that the material thickness of the metal eye is 2mm or less!

The importance of a correctly installed and substantial towing point as required by (Q)19.1.3. is paramount, as failures in towing eyes and difficulties in recovery can be a hazard to the recovery officials, potentially damaging to vehicles and can significantly delay an event's timetable.



## Wheel failure

These images of a wheel failure were forwarded on to us by a scrutineer from a recent Circuit Racing event. In talking to the competitor after the incident, he did confess to previously noticing hairline cracks in the wheel. A good example to demonstrate that what may initially look like a very minor issue can result in catastrophic failures. The message here is not to ignore hairline cracks, get them checked!







### Shoe repairs

Presented at pre-event scrutineering, it is clear that the race boot shown here has had some significant 'DIY' repairs made to it using some sort of solvent-cement, in an apparent attempt to reattach the sole to the rest of the boot! Judging by the state of the material around the front part of the boot, it's flame retardant properties could easily be brought into question.

This was a Circuit Racing event, where flame retardant footwear is mandatory (see (Q)10.1(c)), and therefore the scrutineer took an appropriate course of action by impounding the boots for the duration of the meeting.

### Kart Race Yearbook amendment 6

Please be aware that 2018 MSA Kart Race Yearbook amendment 6 has been issued, in relation to barcodes on wet tyres for all Rotax classes. Following a production change by the manufacturer in the style of barcode label used, the amendment effectively clarifies that both the previous and the new style barcodes are valid for use in these classes. The full amendment can be viewed and downloaded from [www.msauk.org/karttech](http://www.msauk.org/karttech).

### Karting helmet standards

Please be reminded that expiration dates have been given on the older karting-specific helmet standards that appear in (K)10.3.1(b). Specifically, the Snell K2005 standard will not be valid after 31.12.2019, and the Snell K2010 standard after 31.12.2023. Particularly in the case of the Snell K2005 standard, if you encounter a competitor with such a helmet at scrutineering, it would be a good idea to remind them that next year will be the last year that they will be able to use that helmet in MSA karting, to allow plenty of time for sourcing a suitable replacement.

*Not valid after 2019:*



*Not valid after 2023:*



Remember also that the Snell-FIA CM2016 (CMR2016 or CMS2016) standard is permitted for use. Although not appearing in the published 2018 MSA Yearbook, it is adopted in the same regulation update document referred to in this article above.