



Technical Car seminars 2019

Below is the list for venues for next year's sessions. Please let us know as soon as possible if you are aware of any events that may affect the turnout at any of these planned seminars, so that we can re-arrange if necessary. Invitations will be shaped in the style of a Google Form this year and sign-up will be on a first come, first served basis – by completing a very quick digital, survey style invitation. The form will open in your web browser and can easily be completed on either a PC/laptop, or a phone/tablet, all you will need is your MSA licence number to hand. Invitations will only be accepted through the Google Form. If you have any problems, please get in touch: technical@msauk.org.

Click [here](#) to access the Google Form invitation.

Date	Area	Venue	Postcode
05 January	Bristol	DoubleTree Bristol North	BS32 4JF
06 January	East Midlands	Hilton East Midlands Airport	DE74 2YZ
13 January	Chester	DoubleTree Chester	CH2 3PD
19 January	Dunblane	DoubleTree Dunblane Hydro	FK15 0HG
20 January	Belfast	Hilton Belfast Templepatrick	BT39 0DD
26 January	Cambridge,	Doubletree Cambridge Belfry	CB23 6BW
03 February	Cobham	Hilton Cobham	KT11 1EW
02 February	Newcastle	Hilton Newcastle Gateshead	NE8 2AR

Eligibility training dates

We have previously advised that we are embarking on a long-term project to deliver assessments for existing Eligibility Scrutineers and sessions for those training towards the grade. The first set of dates for assessments were circulated to Eligibility Scrutineers earlier this month, and there will be further dates in other areas of the UK announced very shortly.

We now also have availability at our first venue to hold two trainee eligibility sessions, details of the venue, dates and times are found below:

Venue	Mountune, Prospect House, Prospect Way, Hutton, Essex CM13 1XA
Date	Saturday 17 th November
Session One	09.00-12.45
Session Two	13.00-16.45

These sessions will provide training on the three basic eligibility modules including basic engine measuring, transmissions and suspension. All equipment and tools are provided, and the training will be delivered by Technical Commissioners. Please note that each session is limited to four trainees, and places will be allocated on a first come, first served basis. To sign up, please complete the simple online Google Form by clicking [here](#).

Reece Tarren

We are delighted to introduce the latest member of the MSA Technical Team, Reece Tarren joined us on 08 October in the role of Technical Support Engineer.

Reece will quickly become familiar to you through all the aspects of the sport we cover. With a Background in Motor Sport events organisation Reece joins us from his previous role at the MSA commercial arm International Motor Sports where he was involved in the organisation of the British Grand Prix, Wales Rally GB and British Rally Championship.

You can contact Reece on reece.tarren@msauk.org.



MSA Vehicle Passports & FIA Gold Passports

We would like to remind Scrutineers of the requirements for vehicles in Stage Rallying to produce a valid MSA Vehicle Passport or Competition Car Log Book as per (R)46.1.3. The only vehicles exempted from this are those from the Republic of Ireland which may present a valid Motor Sport Ireland log book due to the reciprocal agreement we have with MSI ((J)2.1.1). There are some vehicles that will have been issued with an FIA Passport (often referred to as a Gold Passport), these are issued by the FIA for vehicles competing in World Championship events and are not valid in place of the MSA Vehicle Passport/CCLB. The FIA Passport is a document for the use of FIA Technical Delegates in the FIA Championships and Scrutineers at National Events do not have the ability to annotate or retain these Passports as they do with the MSA issued documents. It is for this reason that vehicles with an FIA Gold Passport are also required to be issued with an MSA Vehicle Passport and present it as the event.

Helmet cameras

We were recently asked to advise on the acceptability of a relatively new helmet camera system, examples of which can be seen online by searching for “cambox”. It is apparently fixed within the visor aperture using Velcro. As you should already be aware, MSA regulations forbid the use of helmet cameras in all cases, regardless of the method of fixing. There is one exception which is for integral cameras provided by the helmet manufacturer and with the helmet approved under one of the recognised standards – not applicable in the case of the cameras in question here. To clarify, (K)10.3.3(d) remains applicable and helmet cameras (unless complying with the exemption above, which would be a rare case) are not permitted in any MSA events.

Helmet condition

The series of photos here are from a scrutineer, showing a helmet that was encountered at a recent race meeting. There is no MSA helmet sticker present, the general condition is very poor, there is visible significant damage to the shell, the lining is severely damaged and it appears to have been spray painted without too much care or proper masking.

The helmet was actually removed from the driver in the assembly area – it was note the same helmet that the driver presented originally at scrutineering. This is a very good demonstration of the importance of carrying out checks in the assembly area, and keeping your eyes open at all times!





Exhausts

The photo shown here was forwarded to us by a Scrutineer and taken at a recent endurance race. The car was presented at scrutineering prior to the noise test. The team openly admitted that they put the end cans on to get through noise testing and then remove them for the race!

Not only did these temporary silencers stick out 225mm beyond the bodywork – far more than the 150mm permitted by (J)5.16.2 – but the fact that they were using a temporary silencer itself would result in a non-compliance as per regulation (J)5.17.7... and they were of course well over the noise limit when tested with the end cans removed!

Kart tyre testing

A reminder that while the MSA Yearbook stipulates the regulatory testing method for tyres – i.e. the taking of a sample to be sent off for a GC analysis test etc. ((D)36) – this does not preclude you from carrying out checks using other devices such as a PID meter (e.g. MiniRae) primarily as an indicator. Whilst the PID meter won't necessarily guarantee detection of the use of prohibited tyre treatments, it can serve as a good indication as to when further action – i.e. a tyre sample test.