

Report to SAMSC General Meeting 18 September 2018

MSA Technical Committee meeting held on Wednesday 13 June 2018

Rallies Committee have agreed a working group with Technical Committee to develop regulations for GT cars in rallying, concentrating on performance restrictions. The MSA are looking closer at the use of compressed air tanks in competition vehicles including for disabled driver adaptations. The Committee discussed the referral from Race Committee regarding the removal of the 100mph speed restriction for Junior Race Championships.

The Committee reviewed a new proposal relating to ROPS in rally cars and agreed to link this to the conception date of the model. It was further agreed that the additions would be recommended so if competitors have fitted them then that should be encouraged. Concern about competitors relocating seats behind the main hoop of the ROPS, the FIA have a regulation for a maximum distance behind the main hoop but there is no MSA regulation. Committee agree that a seat should not be positioned behind the main hoop and request that this is considered in the ROPS review.

The Committee reviewed a proposal relating to the valid life of FIA seats at the request of the MSA Chairman with the intention to give competitors longer use and thus better value for FIA homologated safety equipment. There followed a long and detailed discussion the conclusion to which was that Safety Committee could not support such a proposal.

The discussion moved on to the proposal relating to harnesses, which would affect any discipline where a homologated harness is a mandatory requirement. The proposal is to permit the use of 8853-2016 standard harness for ten years, five years beyond their FIA homologated life. This is seen as an encouragement for competitors to adopt the new standard belts, over the existing standards by giving them a longer life. Again, there followed a long and detailed discussion the conclusion to which was that Safety Committee could not support such a proposal.

A proposal regarding fire extinguisher servicing is intended to make it easy for competitors and remove the early season rush for servicing by allowing the service interval to begin at the first time the extinguisher is presented at scrutineering post service. Providing this service was within three months of this first event. The Committee were happy with the proposal to allow a three-month window for servicing, with the two years starting at the first event the system is presented at.

It was reported that Race Committee have again rejected the proposals to introduce Vehicle Passports questioning the benefits to the discipline and concerns over the cost to the competitor and potential difficulties in processing the number of cars. It was suggested that an electronic record should be introduced as this would be easier to operate and access for the scrutineers. Counter to this, the physical Vehicle Passport is very useful for scrutineers who do not regularly see the same group of vehicles. A revised proposal will be formulated and presented to Race Committee.

A recent survey of competitors, with over 3000 replies, asked to give details of their biggest costs in participation, the results showed the number one cost was tyres, number two was maintenance and number three was fuel. The Committee were asked to consider ways of reducing these cost factors to competitors. The brief view was that this is best controlled at Championship level rather than by General Regulations. This will be discussed further at the next meeting

Following the introduction of a new regulation for Speed events requiring methanol to contain an additive to provide a visible flame. The Committee have been asked to form a list of permitted additives. The Technical Department were tasked with making a proposal.

Committee considered an item raised by a scrutineer over the flammability of waterless coolant which is already banned in Karting due to concerns over spillages creating very slippery surfaces. The Committee agreed that due to these issues a proposal should be made to require a certain percentage of water in the coolant system. A proposal is to be made for the next meeting.

Peter Weall (Prepared from meeting minutes)