



Historic Eligibility Scrutineer Training

Further to the sessions we ran in 2015 and 2016, we are looking to hold another series of training seminars for Historic Eligibility, if you are an Eligibility Scrutineer and would like to complete the Historic Module one of these training sessions is a requirement as part of your training. The seminars will take place in November 2017, to enable us to arrange suitable venues and dates for these sessions, can you please send an email to technical@msauk.org to register your interest, we can then arrange venues based on the geographic location of the attendees.

Trainee Scrutineer Seminars

In recent years, we have provided specific training sessions for trainees, which have included a practical session. Feedback suggests that these have been beneficial to those that have attended them so – subject to demand – we plan to run sessions in October/November 2017.

If you are interested in attending such a session, or have any trainee scrutineers under your supervision that would like to attend, please email us to register your interest at technical@msauk.org so we can arrange suitable venues as central as we can to those intending to attend. Please be aware these sessions do not replace the annual training sessions, they are an additional facility to assist those who are at the start of their scrutineering career.

MSA Helmet sticker location

We have been made aware of a few instances recently where the MSA helmet sticker has become damaged due to the sticker being rubbed by the FHR Tether. In all these cases the sticker was positioned behind and level with the anchor post.

Regulations require the sticker to be located *in the approximate location of the driver's right ear* so to avoid the possibility of rubbing from the tether it is a good idea to locate the sticker above the area of the tether and anchor as shown in the photo.



FIA Seat homologation withdrawal

The FIA have issued notice of the withdrawal of the homologation to the FIA 8855-1999 Standard for the seat as detailed below:

Make	Model	Homologation number
BORDER MOTORSEATS	SP-4C	CS.213.08

This means that for any cases where a currently FIA-homologated seat is mandatory, any seats bearing this homologation number can no longer be used. Should you come across such a seat, please advise the competitor accordingly. A complete up-to-date list of seats homologated to the FIA 8855-1999 Standard – including details of all seats with homologations withdrawn – can be downloaded from the FIA website at www.fia.com/sport/homologation.

Vehicle Passport / Competition Car Log Book owners

We have had a couple of instances recently where we have had reason to contact the owner of a vehicle issued with a Competition Car Log Book or vehicle passport, only to find that the owner on our records and detailed on the document was not the current owner of the car. In one case the vehicle had changed hands two or three times.

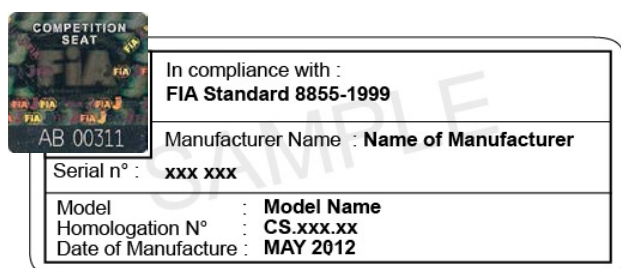
It is vital that the MSA are informed of a change of ownership so that our records can be updated, this is a requirement detailed in regulation J2.1.5. If you are presented with a Passport or Logbook where a change of ownership has not been recorded, please mark the document accordingly and advise the owner to return it to the MSA as soon as possible.

Seat homologation expiry

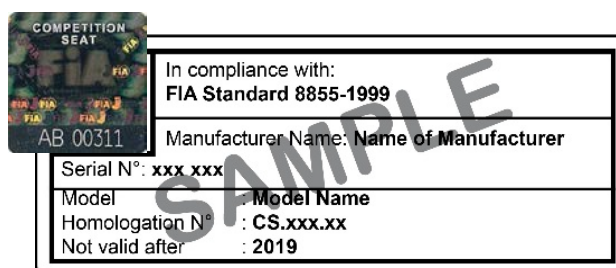
We have had queries from both Competitors and Scrutineers recently regarding the applicable expiry dates of FIA Homologated seats. The confusion arises from the changes in the FIA labelling requirements for the seats since the hologram labels were introduced. And the expiry date depends on the type of label affixed to the seat.

Seats manufactured between January 1st 2012 and 31st December 2013 will have a Date of Manufacture detailed on the label. For these seats the expiry date is the end of the month 5 years from the date on the label, shown in example (a) below.

Seats manufactured since 1st January 2014 will have a Not Valid After date detailed on the label. For these seats the expiry date is 31st December of the year on the label, shown in example (b) below.



(a) Expiry date 31st May 2017



(b) Expiry date 31st December 2019

Schroth SHR Flex.

The FHR device shown in the images below was presented at a recent circuit race event. The FHR is a Schroth SHR Flex, although Schroth do have a number of FIA homologated FHR devices, this particular model is not homologated by the FIA to standard 8858-2010 or 8858-2002 it only has sfi approval.

To be acceptable for MSA events where an FHR is a mandatory requirement, the device must be FIA homologated, thus this particular model is not eligible where an FHR is a mandatory requirement. All the FIA homologated FHR devices are detailed on FIA technical list No.29 which is available on the FIA website [Click here](#).



Extinguisher and Circuit Breaker identification

The requirement for the external fire extinguisher trigger point identification is detailed in (K)3.2.2, being a red E in a 10cm diameter white circle with a red edge. The requirement for the external circuit breaker trigger identification is detailed in (K)8.5, being a red spark in a blue triangle with a white edge, the base of the triangle being at least 12cm. Both requirements are simple to comply with but regularly flouted!

The images below demonstrate two recently seen examples, the first shows the stickers in the right place but the dimensions do not meet the requirements. The second, more concerning, shows the actual cut off switch tucked deep within the single seater cockpit, this clearly doesn't comply with the requirements of K8.3. which for open cars require the triggering point to be on the lower main hoop of the roll-over bar or the lower part of the windscreen.

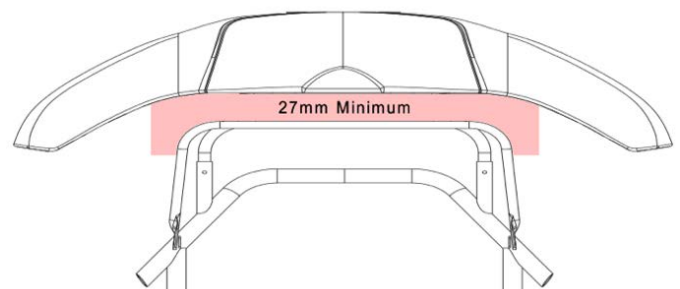


Rotax fiche

Please note that after an error in two part numbers was spotted, there has been an amendment to the Rotax FR125 engine homologation fiche. The amendment can be found at the end of the homologation fiche downloadable from the Kart Technical Resource Centre on the MSA website at www.msauk.org/karttech. The error concerns part numbers for retaining and mounting plates for the Type 2 and Type 3 ignitions.

Front fairing

We have been made aware of some potential confusion concerning the 27mm gap between the front fairing and the front bumper when the CIK dismantable front fairing mounting block is in use. Please remember that the 27mm gap is relevant to when the fairing is fitted in its correct position, so when it is seated correctly at the rearmost part of the blocks as per the drawing on the left below. For this reason, measurement of the 27mm gap is most relevant prior to the karts taking to the circuit, when the fairings should all be correctly fitted.



It is possible for the front fairing to be pushed back a small amount, without moving into an ineligible position, as shown in the example below right. To clarify, this is an acceptable position, as the bars have not entered the shaded area marked 'A' in the centre diagram below. It is only once the bars infringe in any part on the shaded area – which corresponds with the length of the recesses on the block – that the fitment becomes ineligible. This is something to be aware of when checking karts as they come off circuit.

