

# Bulletin


**MSA**

Governing Motor Sports in the UK

**Happy New Year!****MSA SCRUTINEERS****2018 Scrutineering equipment prices**

Please see the 2018 list of fees for scrutineering equipment below. Note that the cost of a strip of helmet or FHR stickers is given, and further to this the charge to the competitor for application of a sticker to a helmet or FHR remains at £2.50.

<b>Helmet or FHR stickers</b>	<b>£13.50</b>	per 10
<b>Plastic seals (roto-seals)</b>	<b>£31.50</b>	per 100
<b>Pre-wired Unicable metal seals</b>	<b>£16.00</b>	per pack of 10
<b>Sealing strips</b>	<b>£4.30</b>	per pack of 15
<b>Sealing bags</b>	<b>£4.30</b>	per pack of 10
<b>Sealing wire</b>	<b>£15.00</b>	per 100m reel
<b>Sample cans (large or small)</b>	<b>£4.50</b>	each
<b>Scrutineer labels</b>	<b>£18.00</b>	per pack of 100
<b>Sealing kit</b>	<b>£38.00</b>	each

Remember that these items are only supplied to appropriately licensed scrutineers, and that sealing products and helmet stickers are uniquely identified so that they can be traced back to the scrutineer to whom they were originally supplied. Any of these items can be ordered by phoning the MSA Sales Department on 01753 765000 or by visiting the MSA web-shop at [shop.msauk.org](http://shop.msauk.org).

**Technical officials listing online**

Please be advised that Technical Officials (Scrutineers and Environmental Scrutineers) are not being listed in the *MSA Yearbook* from 2018. Instead, a full and up-to-date list of all Technical Officials (including Technical Commissioners and Environmental Inspectors) can be found on the MSA website here: [www.msauk.org/Resource-Centre/Officials](http://www.msauk.org/Resource-Centre/Officials).

**Vehicle Passport price**

Please ensure that you charge the correct fee for a Vehicle Passport inspection and application, the fee has gone up for 2018. Every year we continue to have some Scrutineers forwarding the incorrect sums well into the New Year, so make sure it's not you!. For 2018 the competitor pays you:

## £43

As always, this is split 50/50 – you retain **£21.50** and forward the application to the MSA with the remaining **£21.50**.

**New FIA Helmet standard**

The FIA has published details of a new standard for Advanced Helmets which can be found on the FIA website [here](#).

The FIA 8860-2018 Standard is the new top-end helmet standard, which is intended to be the safest helmet standard in the world for motor sport. It offers several improvements in relation to the preceding FIA 8860-2010 Standard. This Standard is of course acceptable immediately for any MSA events, however being a high-end helmet, it is unlikely you will come across them outside of FIA World Championship events at this stage.

Note that there are two different labels for the 8860-2018 Standard, helmets with advanced ballistic protection have the standard number suffixed with '-ABP' and bear a yellow label as exemplified below left. Helmets without this advanced ballistic protection have a white label as shown on the right, with no suffix on the standard number.

In compliance with: <b>FIA Standard 8860-2018-ABP</b>	
Manufacturer Name: <b>Name of Manufacturer</b>	
Serial N°: <b>xxx xxx</b>	
Model	: <b>Model Name</b>
Homologation N°	: <b>AH.XXX.XX-X-ABP</b>
Date of Manufacture: <b>JAN 2018</b>	Size: <b>XS</b>

In compliance with: <b>FIA Standard 8860-2018</b>	
Manufacturer Name: <b>Name of Manufacturer</b>	
Serial N°: <b>xxx xxx</b>	
Model	: <b>Model Name</b>
Homologation N°	: <b>AH.XXX.XX-X</b>
Date of Manufacture: <b>JAN 2018</b>	Size: <b>XS</b>

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## FHR stickers

The FHR stickers are now available from our Sales Department, they are available to Scrutineers of National grade and above, at a cost of £13.50 for a strip of 10. The Scrutineer then charges the competitor £2.50 for application. Remember when applying the FHR sticker that this is your chance to check the device thoroughly, both for compliance with the relevant homologation and for any visible wear or damage. If you have any doubts, the sticker should not be applied.

To give some further guidance on where and how to apply the stickers, we have taken the following examples from a variety of devices. Due to the number of different designs and surface finishes on the various FHRs, there has to be some flexibility on where to affix the sticker. As a general principle, the preferred location is adjacent to the FIA standard label in the collar part (image 1), due to limited space it is no issue if the sticker needs to be affixed vertically (image 2).



Image 1



Image 2

On some FHRs, the FIA standard label is under the comfort padding of the over shoulder section of the yoke. In these cases, it is not suitable to affix the sticker in this area as it is not readily visible, instead the sticker should be placed in a suitable location on the collar part, in the general area of the red box shown here (image 3).



Image 3



Simpson Hybrid devices tend to be easier as they have more surface area to the collar piece on which to find a suitable location. The same principle applies, the preferred area is for the sticker to be applied adjacent to the FIA standard label (image 4). However again, some Hybrid devices will have comfort padding covering this area, in this instance a suitable location above the padding – where the sticker will be visible – should be used (image 5).



Image 4



Image 5

Experience from an event in the last couple of weeks has shown that ambient conditions can affect how well the stickers adhere. If it is cold and/or wet, certain surface finishes can cause difficulties. You will need to make sure that the device is absolutely dry and free from any condensation, grease and dirt (remember it is the competitor's responsibility to clean the device). In bad conditions, if possible it is best to find a warm and dry indoor area, but in good conditions there should be no issue outdoors.

There are cases where the sticker will need to be affixed to the FHR on a curved area, often a compound curve. The sticker material is flexible, and provided that the sticker is carefully applied it should adhere readily around the curves. The best method for applying to a curved surface is to affix slowly starting in one corner of the sticker and smoothing with your thumb as you go, following the curve of the surface.

If there is reason to remove a FHR sticker – if the device is found to be non-compliant, damaged or involved in a significant incident – then the sticker will void so it cannot be reapplied, in the same way as the existing MSA helmet stickers. The outer layer of the sticker will come away without adhesive and be struck through with 'VOID' (image 6) and the adhesive layer will remain on the device also showing VOID (image 7).



Image 6



Image 7



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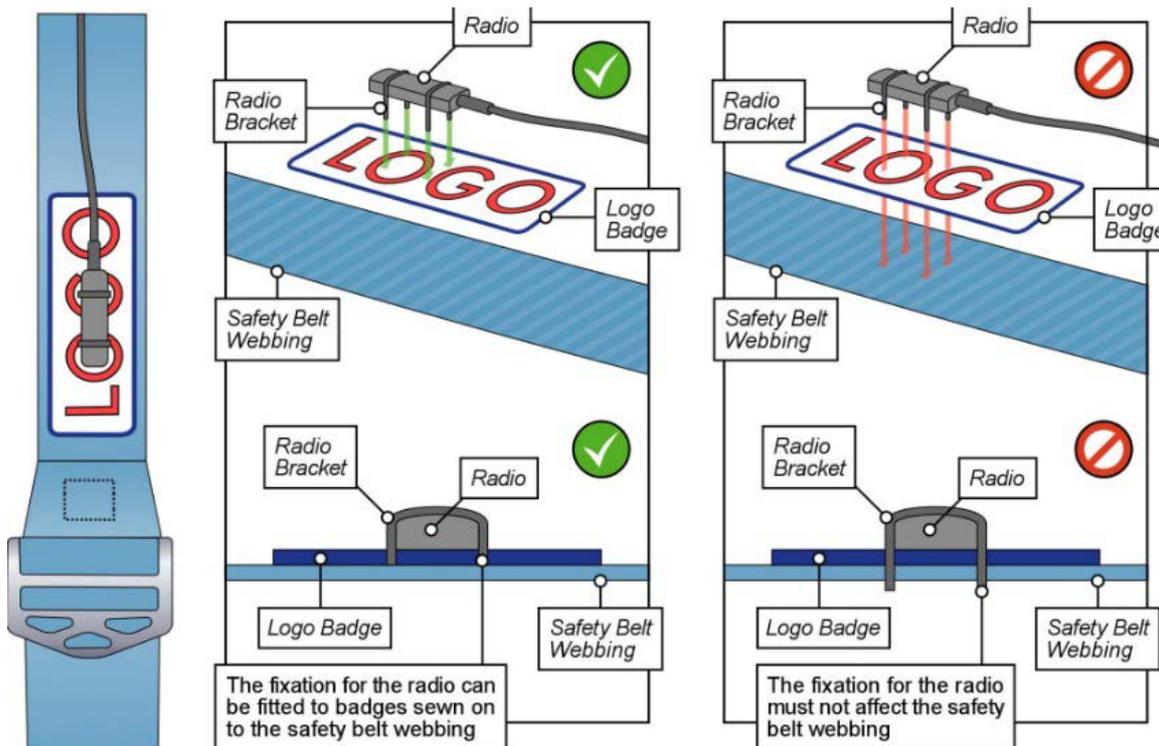
**Happy New Year!**

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**Radio connectors fixed to harness**

We have received the following advice from the FIA, regarding the fitment of radio/intercom connectors or microphones to harness straps. As shown in the diagram below the fixation, be that stitching, cable tie or any other method, must only go through the material of the badge on the harness strap, it must not in any way affect the harness webbing. Any holes punctured in the harness webbing for the fixation of a radio system will invalidate the harness homologation.



**FIA seat homologations**

A reminder that there are still two variants of the FIA 8855-1999 seat homologation standard hologram label that you may come across during scrutineering.

Seats manufactured between 01 January 2012 and 31 December 2013 will have a 'date of manufacture' label as shown in the upper example here. These seats are valid until the end of the corresponding month 5 years after the date of manufacture shown (expired on 31 May 2017 in this example).



Seats manufactured from 01 January 2014 onwards will have a 'not valid after' label as shown in the lower example here. These seats are valid until the end of the year shown (valid until 31 December 2019 in this example).



The simpler older-style FIA labels without holograms were used up until the end of 2011 and so any seats with these labels will have long-exceeded their 5-year life. The only circumstance where you may come across one is if a 2-year extension has been applied by the manufacturer. After the end of this year the maximum possible life including the 2-year extension for any of these labels will have passed and so you should no longer see these at all where homologated seats are required.



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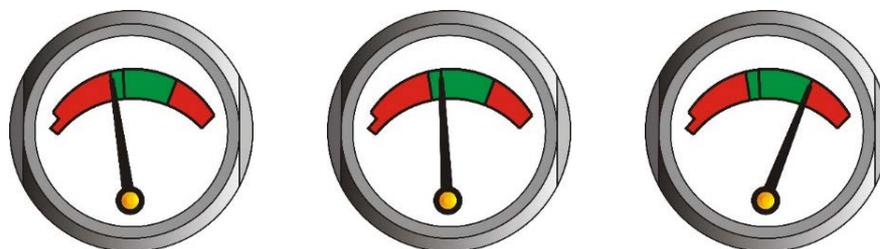


## Fire extinguisher pressure gauges

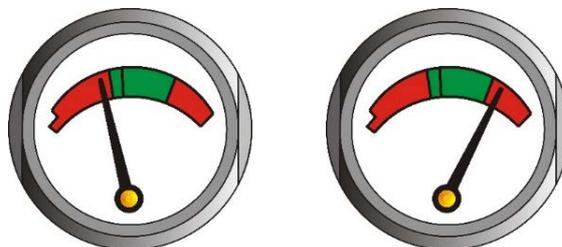
We have received a clarification from the FIA Safety Department concerning the reading of pressure gauges during scrutineering, as follows:

Following some misunderstandings during scrutineering, we would like to provide detailed clarifications on how to interpret the pressure gauge readings.

Some of the extinguisher systems use gas as an extinguishing medium, and the pressure inside the bottle fluctuates according to the temperature. Therefore, it is important to read the pressure gauge carefully. The following images cover all the cases that scrutineers may come across and provide clear guidance on how to interpret the readings.



Extinguisher systems with a pressure gauge showing the above readings shall be considered OK.



Extinguisher systems with a pressure gauge showing the above readings shall be considered NOT OK.

## ROPS

The image here was provided to us by a Scrutineer who encountered this vehicle at a Cross Country event and shows a ROPS that had apparently passed scrutineering in this same condition at a number of events in the recent past. It would appear that the vehicle has at some point been inverted and the ROPS is a little less than straight, also some strengthening or additional members have been added to the longitudinal bar on the driver's side above the door area. It is fair to comment that when scrutineering from the ground – and with bodywork fitted – the 'twist' in the ROPS would probably be difficult to notice, however it is a good example of how looking a little further can often unearth issues. In this particular case, the additions/strengthening to the ROPS could be cause to question or look a little further.



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**Broken seat brackets**

The photos below were forwarded to us by a scrutineer at a recent circuit race event. At pre-race scrutineering he spotted what he thought was a hairline crack in both the left and right-hand seat mounts. After gripping the top of the seat as normal to check for movement/tightness etc., the steel seat bracket broke completely off its left rear mount for about 7" along the bracket, along with the right side also being fractured for about 4". The mechanic removed the seat, braced and welded both brackets allowing the driver to continue.

After talking to the driver, he commented to say that the car felt as if it was wandering at the rear. After replaying his on-board camera, it was evident that it was the seat that was flexing and not the car wandering. This is a very good example of the importance of pre-event checks and shows how they should preferably be taken before any track time.

**Snell-FIA CM2016 junior helmet standard**

12 months ago, we advised that the latest junior Snell-FIA CM2016 Standard for helmets had been released and was recognised for use with immediate effect. Unfortunately, this standard was missed in error from the latest 2018 *MSA Yearbook*, however we can again confirm that both the Snell-FIA CM2016 and CMS2016 Standards are permitted to be used in MSA karting. It is intended that this will be addressed in the first regulation changes bulletin of the year. As with the older CM2007 junior helmet standard, you are most likely to encounter helmets to CM2016. Remember that karters under the age of 15 are required to wear a junior specific standard helmet as detailed in (K)10.3.1(c), the Snell-FIA CM2016 and CMS2016 standards are both included in this list for use by under 15s – although of course they can also be used by anybody over this age if of a suitable fit. Remember too, that helmets to any of the CMR or CMS standards must be fitted with the yellow MSA helmet sticker.

**Cadet front fairings**

Please remember that all Cadet karts are now required to run a dismantable front fairing – the same as is already used in Junior and Senior karting. A CIK-FIA homologated dismantable front fairing mounting kit must be used between the front fairing and the bumper. Please refer to *MSA Kart Race Yearbook* regulation B1.3.5 and *MSA Yearbook* regulations (U)17.1.6. and 17.5.5. for further details. Please note as that this does not apply to Bambino karts, which remain with the bodywork that they were registered with.