

Technical Conference

We have recently completed the short series of Technical Conferences, with a total of 174 Scrutineers attending over the three events. Those that attended were presented with interesting and informative sessions from the FIA on safety equipment, Lifeline on fire extinguishers, Safety Devices on ROPS and Ford on electric and hybrid vehicle technologies.

I am sure all of those present will join us in offering a big thank you to the following for their assistance in making these events as success: Nuria Encinas Redondo (FIA), Aeron Lloyd (Safety Devices), Chris Platt (Safety Devices), Luke Mortlock (Safety Devices), David Henry (Lifeline), Alec Parr (Lifeline), Jim Morris (Lifeline), Roger Ratley (Ford). We would also like to express our thanks to the Hilton Group who provided assistance in keeping venue costs down.



Eddie Bastiana

On 21 January 2018 Eddie passed away peacefully in hospital aged 88 years. First licenced as a Scrutineer in 1969, for many years Eddie was a stalwart for numerous North West based motor clubs, especially on the smaller speed events and rallies. Eddie would often be the Scrutineer at the end of a queue of competitors, first thing in the morning, in weather beaten locations such as Blackpool and New Brighton Prom, Baitings and Scamonden Dam and many other bleak locations.

Eddie was a plain-speaking northerner, he always had an excellent way with competitors, as he fully understood the sport having been an experienced rally co-driver at international level. His son Michael is also a licenced rally Clerk and Timekeeper and continues the tradition of this motor sport family.

JLT MSA Technical Volunteer of the Year

We are pleased to report that the JLT MSA Volunteer of the Year in the Technical Category award for 2018 has been won by MSA National Scrutineer Sue Bateman. Sue was presented with her award at the MSA Night of Champions held at the Royal Automobile Club in Pall Mall, London.

Judged by an external panel, Sue was nominated for the award by Superkarting UK, for her dedication to scrutineering within the club.

Nominations for 2018 Volunteer of the year will be opened towards the end of the summer, keep an eye out for further details in *MSA Extra*.



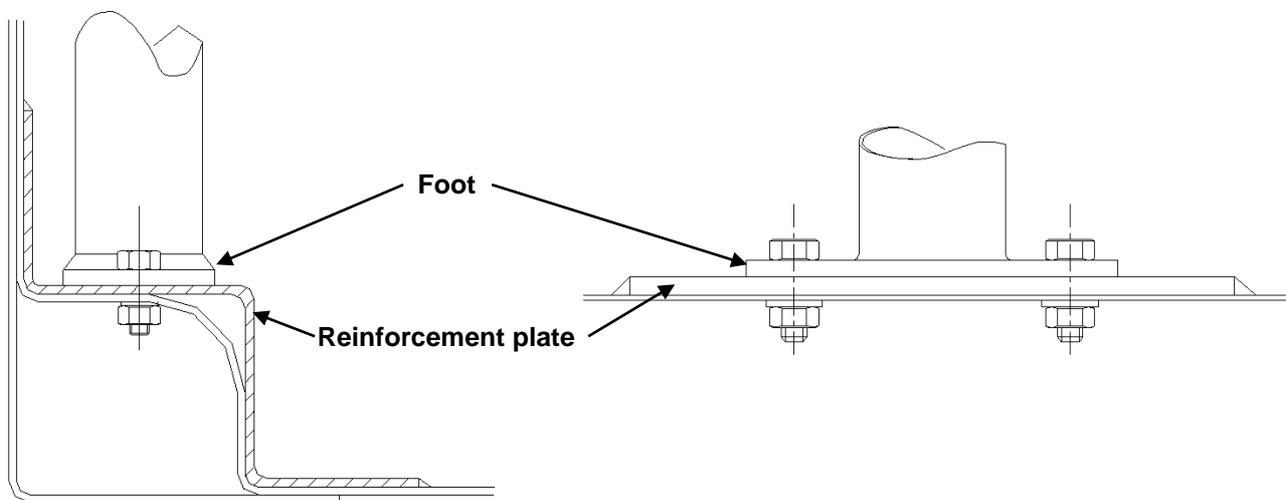
ROPS mounting plates

We have had some questions raised recently regarding the requirements around mounting feet and reinforcement plates for ROPS, and specifically for weld-in installations. The simple way of looking at the requirements for weld-in cages is that they are the same as for bolt-in cages, but with a welded attachment to replace the bolted attachment. The mounting configuration for a ROPS can be broken down to three key parts: the reinforcement plate, the mounting foot and the end of the tube that is being mounted. The terminology of 'reinforcement plate' and 'foot' is followed in the *Blue Book* regulations, and it is important to note that the two are separate parts of the mounting.

The **foot** is a plate welded directly to the end of the tube that is being mounted. There is no given area for the foot, however the thickness must be at least that of the tube to which it is welded, or 3mm, whichever is greater (so in most cases we can consider a minimum 3mm).

The **reinforcement plate** is a load spreading plate welded to the bodyshell (note it is always to be welded in MSA regulations) and it must have a minimum surface area of 120cm² (60cm² for backstays). It can be located on either side of the bodyshell (or both sides), so if you do not see one inside then double check on the underside.

Regulation (K)1.3.2. is clear that the mounting **foot** must be attached to the **reinforcement plate** by a minimum of 3 M8 bolts, it then goes on to state that the **foot** can alternatively be welded directly to the **reinforcement plate**. As you can see, in both bolt-in and weld-in cases there is a requirement for both a **foot** and a **reinforcement plate**, and this is an important note to make. A couple of examples of the configuration of a mounting showing the key parts are shown below – noting that the same configuration could be used for weld-in fitments by replacing the bolts shown with a welded attachment of the **foot**.



It is also important to note that the FIA requirements in Appendix J match these MSA requirements, with the exception that only in the specific case of their drawing 253-52 FIA allow the reinforcement plates to not be welded.

We have been shown a few examples of weld-in ROPS installations where the end of the tube being mounted has been welded directly to the **reinforcement plate** without the inclusion of a **foot** in-between, and under general MSA and FIA regulations this is not acceptable as has been demonstrated above. An example of this is shown here on the left (there is not a reinforcement plate on the underside of the floor).



Another example of a mounting configuration that does not meet these requirements is shown to the right – noting that the photo has been taken during the installation phase, hence the lack of complete welds! In this case the mounting is raised from the floor by a folded metal section creating a ‘box’, to achieve a suitable mounting given the profile of the bodyshell in the mounting area. The folded metal plate could be considered the **foot**, or the **reinforcement plate**, but in both cases, it doesn’t comply, as only one of these two necessary parts is present (again there is no reinforcement plate under the floor). In this particular case there are two possible ways to achieve compliance, one would be to add a small **foot** to the end of the tube and on top of the folded metal plate, but it is suggested that the most sensible solution would be add a **reinforcement plate** of the necessary surface area between this folded metal plate and the bodyshell.



All of the above information is relevant to both *MSA Yearbook* regulations and FIA Appendix J regulations for ROPS, so if a ROPS is presented as being built and installed to these regulations then it needs to comply with the requirements outlined here. The only exception to these requirements is in the case of a homologated ROPS – homologation requirements do differ slightly to MSA and FIA general regulations for ROPS in respect of mountings and in simple terms the installation of a homologated ROPS needs to comply with the details contained in the homologation certificate. It can be the case with homologated ROPS that the end of the tube is mounted directly to a reinforcement plate – if that is what the homologation certificate shows then it is fine – this highlights the importance of checking the installation details against those recorded on the certificate!

Fire extinguishers

Regulation (K)3 in the *MSA Yearbook* has been amended to require all fire extinguishers to be serviced in accordance with the manufacturers guidelines, or every 24 months, whichever is sooner. This regulation change was ratified by Motor Sports Council for 01 January 2018 implementation. Unfortunately, there was an error in the rule changes notification sheet published in October 2017, which indicated an incorrect date of implementation of 01 January 2019. We would like to confirm that this regulation is as per the *MSA Yearbook*, effective as of 01 January 2018.

So, to summarise, where an extinguisher is required by the discipline regulations, it must now be serviced in accordance with (K)3. Please work constructively with competitors to ensure that they are aware of this requirement and that they have their extinguishers serviced accordingly – particularly with acknowledgment to the notification error in October 2017, which may have left some competitors with less time to prepare than would normally be the case. If you have any doubts, please feel free to contact the MSA Technical Department for further clarification or assistance – and you can also advise competitors to do the same.

For FIA-homologated fire extinguisher systems, the servicing must always be carried out by the manufacturer or their approved agent to maintain the validity of the homologation. Current regulations for non-homologated systems do not require the service to be carried out by the manufacturer or their agent. However, we would suggest that before submitting an extinguisher for service the competitor checks with the manufacturer, because servicing outside of the manufacturer’s network may affect their recognition of that product.

Please note that we are currently preparing an information sheet concerning fire extinguisher requirements and servicing – in much the same way as we have done in the past for FHRs and single-seater ROPS – and this should be published and circulated in the next week or so.



FHR and helmet stickers

We would like to remind scrutineers that the presence of an MSA approval sticker on either a helmet or an FHR device is not a replacement for the normal scrutineering checks. The item should always be checked for condition and compliance when presented. The sticker is one method of control for the item, and if the item is found to be damaged, non-compliant or is involved in a significant incident then the sticker should be removed thus ensuring that if it is presented for scrutineering again it will be subjected to a thorough examination.

“Proto” Stage Rally cars

We have had a number of approaches recently from competitors applying for Category Two Stage Rally car approvals for what are commonly referred to as “Proto” cars. Such applications have been rejected as the vehicles have been found to not comply with the necessary Category Two regulations. These vehicles usually have a Mitsubishi Evolution bulkhead/floorpan grafted in to a modern small hatchback shell (Fiestas, Polos, Mirages etc. have all been seen). Category Two regulations require the original manufacturers chassis/unitary construction to remain, with modifications being limited to those permitted by FIA Drawings 279-1 and 279-2. If you are approached by a competitor looking to apply for a Vehicle Passport or Category Two papers for such a vehicle, please feel free refer them directly to the MSA Technical Department.

Welsh Association of Motor Clubs Road Rally Championship tyres

Following previous discussion on the tyres for Road Rallies, the majority of queries have been based around use of the Yokohama A021. The Welsh Association of Motor Clubs have requested permission for the tyre to be eligible in their Championship, following consultation with Yokohama the following has been agreed:

“In accordance with (L)6, permission is granted for competitors to use Yokohama A021 tyres manufactured before 1st November 2014, which is shown on the sidewall as 4314. Tyres manufactured after this date or with an ineligible manufacturing date are prohibited.”

The link here explains the manufacturing dates shown on Yokohama Tyres:

<http://www.yokohamatire.ph/news-and-features/2014/08/how-to-determine-tire-s-age/>

Obviously, all the rounds of the championship that wish to avail themselves of this will also need to apply for this to be included in their SRs, along with any other Championships or events that wish to gain similar permission.

Gold Book amendments

Please be aware that three amendments to the regulations in the 2018 MSA Kart Race Yearbook have been made, details are listed here, and full copies of each amendment can be seen at www.msauk.org/karttech, or downloaded through the individual links given below. For classes that you are involved with, it may be worthwhile printing a copy of the relevant amendment(s) and slipping it into the relevant part of your copy of the *Gold Book*.

Tyres for KZ classes – 2018 MSA Kart Race Yearbook Amendment 1

The *Gold Book* as published carries the nominated tyres for the KZ2 and KZ UK classes as ‘TBC’, because at the time of the book going to print the tender process had not been completed. It is now confirmed by way of this amendment that the nominated tyres are those from Le Cont as detailed in the amendment document. Download Amendment 1 [here](#).

Honda GX160 technical regulations – 2018 MSA Kart Race Yearbook Amendment 2

The new engine technical regulations for the Honda Cadet class – which become effective from 31 March 2018 – have been updated slightly and the new edition is version ‘13a’. Download Amendment 2 [here](#) and v13a of the GX160 technical regulations [here](#).

IAME Cadet and X30 engine oils – 2018 MSA Kart Race Yearbook Amendment 3

The regulations are updated to include the use of Shell Advance Racing M, as well as any oil from the CIK approved list. This is due to Shell M not being on the 2018 CIK approved list. Download Amendment 3 [here](#).

**Rotax fiche**

The Rotax FR125 engine homologation fiche – which covers Senior, Junior and Mini classes – has been updated for 2018 and the new version can be found at www.msauk.org/karttech, or downloaded directly [here](#). The 2018 updates include new variants of cylinder and spark plug caps, clarifications on con rods and crankshaft ignition checks and a correction concerning the latest Junior cylinder.

IAME X30 MiniX regulations

The 2018 Class Regulations for the X30 MiniX class have been published and can be found at www.msauk.org/karttech or downloaded directly [here](#). The technical changes effectively reflect those already published in the *Gold Book* for the X30 Junior class.

IAME X30 fiche

The IAME X30 engine homologation fiche - which covers Senior, Junior and MiniX classes – has been updated for 2018 and the new version can be found at www.msauk.org/karttech, or downloaded directly [here](#). The 2018 updates include a new mandatory exhaust in Senior, alternative radiator and water pump assembly for Junior and MiniX, clarification of exhaust header flange thickness for Junior and MiniX, alternative fuel needle and pump diaphragm and a correction concerning low and high-speed needles for Senior and Junior.

IAME Cadet fiche

The IAME Parilla Gazelle 60cc Cadet engine homologation fiche has been updated for 2018 and the new version can be found at www.msauk.org/karttech, or downloaded directly [here](#). The changes are limited to the introduction of and alternative rotor and airbox manifold, with new and old parts being interchangeable.