



Bulletin

MSA SCRUTINEERS



2017 Scrutineer seminars

As a reminder, the seminar dates for 2017 are detailed below; you should have received the invitation letter by email at the beginning of December.

Thank you to all those who have signed up for a session already. If you have not yet signed up, it is not too late as we have spaces available at all sessions, with the exception of the Car session at Donington Park, which is now at full capacity. To sign up, please email technical@msauk.org detailing your name, licence number and the date and venue you wish to attend, as well as whether you want to attend the Car or Kart session.

Car		Kart	
Saturday 21 January	Oxford Abingdon Hotel	Saturday 28 January	Donington Park Circuit
Saturday 28 January	Donington Park Circuit - FULL	Sunday 5 February	Buckmore Park, Chatham
Sunday 29 January	Village Hotel Club, Cardiff	Saturday 11 February	St Pierre Park, Guernsey
Saturday 4 February	Bedford Lodge, Newmarket	Sunday 12 February	The Monterey Hotel, Jersey
Sunday 5 February	Buckmore Park, Chatham	Sunday 26 February	Mercure Hotel, Altrincham
Saturday 11 February	St Pierre Park, Guernsey	Sunday 5 March	Mercure Hotel, Perth
Sunday 12 February	The Monterey Hotel, Jersey	Saturday 11 March	Gipsy Hill Hotel, Exeter
Saturday 25 February	M-Sport, Cockermouth		
Sunday 26 February	Mercure Hotel, Altrincham		
Saturday 4 March	Park Avenue Hotel, Belfast		
Sunday 5 March	Mercure Hotel, Perth		
Saturday 11 March	Gipsy Hill Hotel, Exeter		

2017 Yearbook official listings

Unfortunately, there has been a significant printing error within the *2017 MSA Yearbook* in that the Scrutineer listing in Appendix 5 has been taken from the 2016 data, rather than the 2017 data supplied by our Licensing Department. This means that some people who should be in the *Yearbook* are not listed, and also that any changes of address or contact details noted on your 2017 renewal forms have not been included. Please accept our apologies for this error. However, the list on the MSA website is linked to our licence database directly, so this listing will always be up to date and correct.

Vehicle Passports

Please ensure that you charge the correct fee for a Vehicle Passport inspection and application, the fee has gone up for 2017. The competitor pays you:

£41

As always the split is 50/50 – you retain **£20.50** and forward the application to the MSA with the remaining **£20.50**. Every year we continue to have some Scrutineers forwarding the incorrect sums well into the New Year!

Tyre list corrections

Please see below a few corrections to errors in the Permitted Tyre lists, Section (L) of the *2017 MSA Yearbook*, these changes are confirmed as forming part of the tyre lists with immediate effect.

List 1B

Extreme

- VR2

Interstate

- RACE DNRT-80

Nankang

- AR-1 (all sizes permitted as List 1B)

List 1C

Dunlop

(Asterisks removed from all tyres)

Nankang

- AR-1

List 3

Vredestein

- *T-Trac 2



Balaclavas

We have had a report from a Scrutineer at a recent stage rally that a number of competitors were noted to have their flame resistant balaclavas worn outside of their overalls. Although there is no regulatory requirement to wear a flame resistant balaclava in MSA events, if worn incorrectly it could – in the event of a fire – act as a wick, therefore the competitors were correctly advised to tuck the balaclavas into their overalls. Also it is worth noting that the latest FIA Appendix L for FIA international events, states that balaclavas must be worn under overalls.

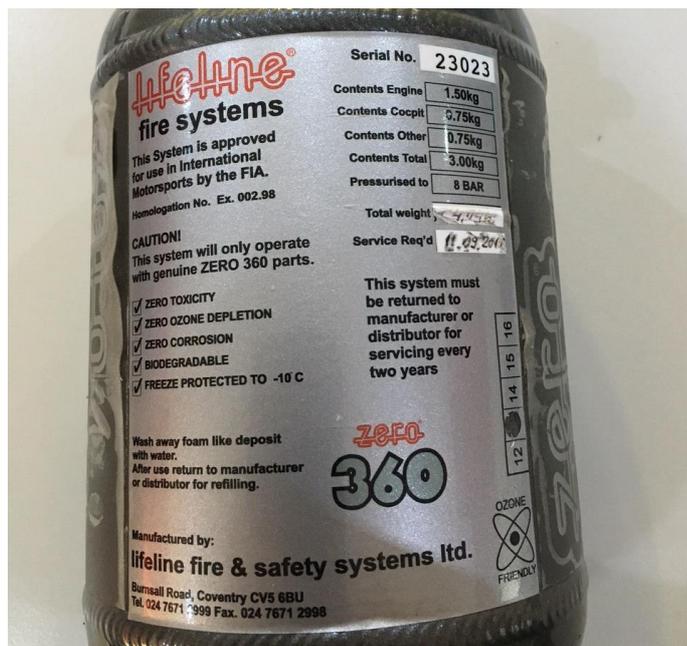
Counterfeit fire extinguisher label

The picture to the right was sent to us by Lifeline Fire Systems and shows a counterfeit label that was found by one of their UK distributors. The bottle is genuine, but it has had a counterfeit label attached

One of the worrying things about this counterfeit, is that the details on the label have been changed, so it now states that it is a 3.0kg cylinder (to conform to the FIA rally standard) when in actual fact it is just a 2.25kg cylinder.

One give-away that it is a counterfeit in this example is that the homologation number on the label relates to a Zero 2000 system when checked on the FIA Technical List (not Zero 360 as it purports to be). Remember that Technical List 16 is very useful, as not only can you view the homologation details, but you can also link to the manufacturer's instructions. You can view Technical List by clicking on the link here:

[FIA Technical List 16](#)



Category Two Stage Rally cars

The Category Two Stage Rally Identity Form (SRVIF) is linked directly to a Category Two car's Competition Car Log Book/Vehicle Passport – one is not valid without the other, thus it is important that you request to see the Category Two SRVIF along with the CCLB/Vehicle Passport when the car is presented for scrutineering.

If a check of the SRVIF shows that the specification of the car differs from that shown on the approved form, then the competitor must return the SRVIF to the MSA for the changes to be approved. In this instance a suitable note should be added to the relevant section of the SRVIF and CCLB/Vehicle Passport by the Scrutineer.

Single seater ROPS stays

You will note that the 2017 MSA Yearbook now allows for imperial equivalent ROPS tube dimensions in (K)1.6.2 and (K)1.6.3. There was however an omission for the brace tube dimension (in cases where more than one brace is fitted) detailed in (K)1.6.3. We can confirm that the correct imperial equivalent for 26mm is 1" diameter tube with the wall thickness being the same at 0.104", and stays using these dimensions are equally permitted.

Single seater ROPS certificates

Please note that a significant number of MSA National ROPS Certificates have recently been issued for single seater ROPS, with most of these being retrospective – in that they certify designs that have been built and fitted to cars over a number of years already. In some cases that you may come across, particularly the retrospective ones, you might find that the required ID plate is in the form of a 'self-destroying' sticker which has been provided to the owner along with their copy of the certificate. When you come across one of these certificates you should – as always – check carefully that the ROPS itself conforms fully to that detailed on the certificate and that the ID plate/sticker also matches the design shown. Also, please ensure that the 'installation page' has been completed and signed by the manufacturer, including the correct ID/chassis number.



Single Seater Racing Car ROPS

The following article has been written as competitor guidance on the requirements for ROPS in Single Seater Racing Cars, it will be published as an article in the next *MSA Extra!* newsletter and will shortly be available on the MSA website.

Introduction

This guidance sets out to clarify the ROPS requirements for Single Seater Racing Cars competing in Circuit Racing and Speed Events (Sprints and Hill Climbs).

What is a Single Seater Racing Car?

A Single Seater Racing Car is defined in Section (B), Nomenclature and Definitions, of the MSA Yearbook.

What regulations apply to my vehicle?

This is quite a complex answer as there are a number of different applicable regulations which have been amended over time. In principle, if the ROPS complied with relevant regulations at the time it was built, then it will remain acceptable today.

ROPS on Single Seater Racing Cars will have had to comply with one of the following sets of regulations to be eligible to compete in MSA National events (i.e. all events run under MSA National A, National B and Clubman permits);

MSA Yearbook Regulations

The MSA Yearbook, provides the basic regulations for National events. The ROPS requirements for Single Seater Racing Cars are found in the current edition in Section (K) Vehicle Safety regulation 1.6.3. The chapter and regulation reference has changed over the years of publication, but the safety section of the MSA Yearbook has detailed a ROPS requirement specific to Single Seater Racing Cars since 1977. The current specification was introduced in the 1987 edition.

The MSA Yearbook regulations give a design and material specification to which anybody can construct a ROPS that will be accepted at MSA National Events without the need for any further certification or documentation.

MSA Certification

If a ROPS manufacturer wants to build a ROPS using an alternative material specification or design principle to that detailed in the MSA Yearbook, then they can apply for certification. To achieve certification, the ROPS is subjected to a physical static load test, or simulation by an FIA approved test house. The MSA holds records of all ROPS certificates previously issued by the MSA going back to when the system began in 1972. Unless specifically noted as withdrawn these certifications remain valid.

The MSA currently offers two levels of certification; (1) National which is valid for any MSA National events and (2) International which is recognised as valid for any event worldwide held under FIA regulations. The National certification is relatively recent and the majority of MSA certificates issued prior to 2009 are valid internationally.

The MSA may also accept certificates issued by other FIA recognised ASNs (National Sporting Association).

For a certification to be valid the ROPS on the vehicle must match the design detailed on the certificate. Modifications from the certified design will invalidate the certification. The only exception to this is that a harness bar may be fitted in accordance with MSA regulations for National Events only, without affecting the validity of the certification.

FIA Appendix J

Much in the same way as the MSA Yearbook provides the basic ROPS regulations for National Events, so too does FIA Appendix J for International events. In the current FIA Appendix J these regulations are found in Article 277, however this reference has also changed over the years of publication.



As an FIA recognised ASN, we accept vehicles built entirely to the FIA Appendix J for MSA National Events. However, to take advantage of the FIA Appendix J ROPS regulations, the vehicle as a whole will need to have complied with Appendix J, which covers many other aspects of the vehicle's construction, not only the ROPS.

FIA Formula Regulations

ROPS on a vehicle originally built for an FIA Single Seater Formulae, for example; Formula 3, Formula 3000 etc. are accepted providing the ROPS remains unchanged from the original approved specification.

Do I need a ROPS certificate to present at Scrutineering?

If your ROPS is built to comply with the relevant MSA Yearbook regulations, FIA Appendix J regulations or certain FIA Formula regulations then no certification is required.

You will need to present a certificate at scrutineering if your ROPS is certified by either the MSA, FIA or an FIA recognised ASN.

Only official copies of certificates are valid for scrutineering purposes, official copies of MSA issued certificates are printed on MSA watermarked paper, or bear an MSA perforation.

To obtain an official copy of a certificate for a ROPS certified prior to 2008, please contact the MSA Sales department. For ROPS certified from 2008 onwards you will need to contact the ROPS manufacturer, they will be able to supply you with an official copy including an installation certificate unique to your vehicle.

How do I find out if my ROPS is certified?

There are a few ways to find out, firstly any certified ROPS manufactured after 1st January 1997 is required to have an identity plate permanently affixed to the ROPS. From around 2008 this plate will detail the certification number.

If the identity plate does not detail the certificate number, then you can contact the MSA Technical Department and we can check for you.

Another way to find out would be to contact the vehicle or ROPS manufacturer, who will be able to tell you if the ROPS was certified. Or again, you can contact the MSA Technical Department and we can check for you.

What do I do if my ROPS does not comply?

If you have found that your vehicle does not comply with the relevant regulations and no certification exists, or it is certified but has been modified from its certified form, then your vehicle may not be eligible for MSA National Events. In this situation the ROPS manufacturer may be able to certify the ROPS, the manufacturer can contact the MSA Technical Department for more information on how to do this. If certification cannot be achieved then the ROPS may need to be replaced, updated or modified to be compliant with the regulations.

If you have any queries regarding ROPS, please do not hesitate to contact the Technical Department on 01753 765000 or technical@msauk.org.



Snell-FIA CM2016 junior helmet standard

Please note that Snell and the FIA jointly have released their latest junior helmet standard Snell-FIA CM2016. There are two variants of the CM2016 standard, Snell-FIA CMR2016 and Snell-FIA CMS2016. As with the older CM2007 junior helmet standard, you are most likely to encounter helmets to CMR2016. Although not released in time to be published in the *2017 MSA Yearbook*, it is confirmed that both the Snell-FIA CMR2016 and CMS2016 standard are permitted to be used in MSA karting with immediate effect. 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 CMR2016 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.



Driver weights

Please remember that when weighing drivers in classes where there is a specified minimum driver weight, this must be done only with mandatory Personal Protective Equipment as defined in (U)17.29.6. Simply, this includes helmet, overalls, gloves and boots, as well as underwear but does not extend to rib protectors, neck braces or anything else that may be worn or carried by the driver.

Gold Book amendments

Hopefully by now you will have received your *2017 MSA Kart Race Yearbook* (which can also be downloaded directly in pdf format by clicking [here](#)). Note that a number of amendments have already been made to the publication, to clear up various items that were not concluded prior to the publishing deadline. These are summarised as follows:

Amendment 1 (click [here](#) to download a copy)

Confirms new age ranges for OK-Junior (Vortex) and OK (Vortex) classes, following changes implemented by the CIK.

Amendment 2 (click [here](#) to download a copy)

Confirmation of the tyres to be used in the KZ2 class.

Amendment 3 (click [here](#) to download a copy)

Further amendment to the ages for OK-Junior (Vortex) as well as addition to the weights in OK (Vortex).

Amendment 4 (click [here](#) to download a copy)

Amendment to Cadet regulations for front bumpers and fairings to allow for use of the CIK dismountable front fairing mounting kit.

Amendment 5 (click [here](#) to download a copy)

Amendment to Rotax spark plug list and Rotax Junior slick tyres.

For any of these that may impact on your normal scrutineering, it may be worthwhile printing a copy to slide inside your Gold Book in the appropriate place! A full list of the amendments can be found on the Kart Technical page of the MSA website at www.msauk.org/KartTech. By checking here, you will always see the most up to date list of amendments, which may be added to from time to time during the year.

Front fairings

As you will no doubt be aware, there are some changes relating to the dismountable front fairings. We have compiled all of the relevant information into a useful information sheet, which was also included in the last general *MSA Extra!* Newsletter, and can be downloaded directly [here](#).