



## Duties of the Chief Scrutineer

We would like to remind Chief Scrutineers that it is your duty to manage the scrutineering function – and team – at the event. This involves management of the team, ensuring that everyone is aware of their duties, and is capable of undertaking them. But it also means that you need to make yourself available at all time during the meeting, so that members of your scrutineering team and other event officials are able to find you if necessary!

It is a good idea, if you know that you will be away from the scrutineering area for a period of time to make sure that your deputy, or any member of your team, knows where you are and how to contact you!

## Historic Technical Bulletin

For those with an interest in Historic Vehicles, the latest edition of the *MSA Historic Technical Bulletin* was published in April. This *Bulletin* is published twice a year, with editions in April and October, and provides information for Scrutineers involved in Historic events at both National and International level.

The latest edition can be read by clicking on the image to the right. If you want to sign up to receive future editions by email, please send us a request to: [technical@msauk.org](mailto:technical@msauk.org).

## Historic documentation checking

At any event where the regulations require an FIA Historic Technical Passport, an MSA Historic Rally Vehicle Identity Form, or other vehicle documentation, this documentation must be presented at Scrutineering. It is a common comment we get from competitors that they are never asked to present their documentation!

It is important to at least have a cursory glance at the paperwork to make sure that it is valid and to see if there are any eligibility issues recorded from previous events that required attention, such as red dots on HTP papers or eligibility comments from other scrutineers. The paperwork is there for your benefit, so please make use of it!

## FIA Helmets

Helmets to FIA Standards 8860-2004, 8860-2010 and 8859-2015 are acceptable in MSA events without the need for any additional label or standard. We have had reports of these helmets being questioned because they do not have a Snell approval label.

Although it is correct that some FIA helmets will also have a Snell approval, it is not a requirement! You do need to read the FIA label carefully to make sure it is one of the standards listed above, as the FIA label helmet standard label is very similar to the FIA 8858-2010 standard label (for non-8859/8860 helmets compatible with FHRs) which does need an accompanying valid helmet standard, such as a Snell label.

Remember also, if a helmet has dual standards, for example approved to FIA 8860-2010 and Snell SA2010, then as long as one of those standards is valid then the helmet is acceptable. So – for example – if the Snell standard has expired but the FIA helmet standard is still valid then the helmet is acceptable until that FIA standard expires.

## Helmet visors

The FIA have provided an informative document in relation to visor opening on helmets specifically to the FIA 8860-2010 Standard. This can be viewed by clicking [here](#), and for those who may regularly come across such helmets it may be worthwhile to keep a copy with your normal documentation.



Issue 5, April 2017

# Bulletin

HISTORIC TECHNICAL



**HTP Applications**  
**Important information for HTP registrars:**  
The FIA have informed us that there is a deadline for submitting pending cases on the pre-2017 template. If you still have pending FIA HTP applications made on a pre-2017 template, you have until the 31 of August 2017 to have the case accepted.  
After that the FIA will only accept applications on the newest 2017 template, so any case that cannot be resolved and accepted by this date will need to be resubmitted on the 2017 template.

**Updated FIA Appendix K**  
Please note that the latest version of FIA Appendix K has been uploaded to the FIA website, this latest version is dated 7<sup>th</sup> April 2017. As ever, the latest updates are highlighted in red so they can be easily identified. A link to the FIA website is copied below, from this page you can access and download the latest Appendix K. It is worth remembering this web address and regularly checking it as this is where the FIA publishes any news and updates affecting historic vehicles.  
<http://www.fia.com/historic>

**FIA Historic Database website**  
The FIA's new Historic Database website is constantly increasing the amount of data available. Although development continues and it is by no means complete, there is already a great deal of useful information readily available. The website has a searchable database of vehicle homologations, where the FIA homologation papers and other useful information about the individual vehicles can be viewed. The database also contains a number of period regulations for various formulae, events and championships, along with period copies of FIA Appendix J. It is being added to all the time with new homologations and regulations being uploaded, so it will continue to grow into a very useful resource.  
The website can be found at:  
<http://history.fia.com/>



**Period Specification**  
The opening statement in Appendix K can almost be summed up in five words "as it was in period". Several cars have been identified where the ROPS design has been upgraded to the point that the car would become a spaceframe vehicle that could be driven without the body. A simple principle is to think about what was done in period which is suggested was the ROPS was installed within a car. It was not a case of hanging panels onto a spaceframe structure! It is often said that there was freedom with such as springs and shock absorbers. Such is agreed but what is not acceptable is to use components that incorporate technology that did not even exist in Period.

**Historic documentation checking**  
At any event where the regulations require an FIA Historic Technical Passport, an MSA Historic Rally Vehicle Identity Form, or other vehicle documentation, this documentation must be presented at Scrutineering. It is a common comment we get from competitors that they are never asked to present their documentation!  
It is important to at least have a cursory glance at the paperwork to make sure it is valid and to see if there are any eligibility issues from previous events that required attention, such as red dots on HTP papers or eligibility comments from other scrutineers. The paperwork is there for your benefit, so please make use of it!

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technical@msauk.org | Issued on behalf of the Motor Sports Association, Motor Sports House, Riverside Park, Colnbrook, SL3 0HG.



### FHR tether anchorages

For helmets approved in accordance with FIA standards 8858-2010, 8859-2015 or 8860-2010 and for Snell SAH2010 and SA2015 standards (the latter two for MSA National events only), the helmet tether anchorages can be fitted by anyone. However, it is important that the individual fitting the anchorages is competent in what they are doing. The image to the left shows an anchorage encountered recently at scrutineering for an event, where the competitor has fitted it themselves. As can be clearly seen, it has not been fitted correctly and is sitting about 3mm clear of the surface of the helmet. If anybody is unsure as to how to fit the helmet tether anchorages correctly, they should refer to the original helmet manufacturer or agent for advice.

Remember that for helmets approved in accordance with FIA 8858-2002 and 8860-2004 the anchorages may only be fitted under the supervision of the manufacturer or their appointed agent. The FIA label is applied to the helmet to confirm that the anchorages have been fitted by the manufacturer or their appointed agent. It is not possible retrospectively to fit anchorage posts to helmets approved as compatible with FIA 8858-2002 or 8860-2004.

### Harness Mounting

The harness installation depicted here was spotted by a scrutineer at a recent Sprint event. It shows the mounting eye-bolt for the harness lap strap being attached directly to the seat's side mount.

All of the regulations relating to harness installation for three, four, five and six point arrangements ((K)2.1.1 – (K)2.1.4) refer to the mounting points being “on the chassis/body shell or roll over bar of the vehicle”. Anchoring to the seat mount clearly does not meet this requirement and thus is not permitted.



### Embroidery on flame-resistant overalls

A scrutineer at a recent rally event decided to have a close look at the overalls being used. Remember that the requirement for the overalls to be homologated to an FIA standard means that they must comply with the relevant FIA homologation regulations which state that “Embroidery sewn directly onto the outer garment shall be stitched onto the outermost layer only... The material of the support (or backing) of the badge shall be constructed so as to fulfil the performance requirements of the garment.” As you can see in the photos here, a number of overalls were found with embroidery through all layers of the suit!



## FIA Safety Fuel Bladder re-certification

The FIA Safety Fuel Bladder standards (FT3-1999, FT3.5-1999 and FT5-1999) permit the manufacturer to extend the life of the bladder for 2 additional years following a re-inspection. To date the labelling requirement for such an extension was simply for an additional marking indicating this extended validity, such as the example below left. However, it was clear that this requirement was not sufficiently counterfeit proof. Furthermore, the FIA Appendix J regulations require an opening so that the original FIA homologation label can be checked. It is normal for the teams/preparers to create a small window of a similar size to the FIA label, so when the re-certification label is added it is not always visible. Resultantly, the FIA – in conjunction with the safety fuel bladder manufacturers – have introduced a new procedure for the labelling of re-certified product.

From 01 July 2017, all re-certified safety fuel bladders will need to have their original FIA homologation label removed and replaced with a “re-certified” label as in the example below right.

Example of existing re-certification label:

Validity extended until end: June 2007

Example of new re-certification label:

 AK 000 01	Re-certified in compliance with: <b>FIA Standard FT3-1999</b>
	Manufacturer Name: <b>Name of Manufacturer</b>
Serial N°: <b>xxx xxx</b>	Original hologram N°: <b>xxx xxx</b>
Homologation N°: <b>ysomus</b>	Original Validity : <b>JAN 2018</b> Extended Validity: <b>JAN 2020</b>

For clarity – and of particular relevance if you are involved in events where FIA-homologated safety fuel bladders are required – the label on the right will be the only label visible on safety fuel bladders re-certified after 01 July 2017, the original FIA standard homologation label will not be present once it has been re-certified. Be aware that safety fuel bladders re-certified before 01 July 2017 will still use the old style additional label as shown on the left, as well as the original FIA standard homologation label.

## Tyres for unsealed surface Stage Rallies

Please remember that for unsealed surface Stage Rallies running under the Forest Estates agreement, the tyres used must be as per Section (L) Tyre List 6. To help Scrutineers in identifying if tyres are correct, each tyre on List 6 is detailed on our website with an image or drawing of the tread pattern. This listing has now been updated for 2017 with this year's new tyres. The new listing can be downloaded by clicking [here](#) or by visiting the Technical Car Resource centre on the MSA website.



## Kart axle failure

It has been a little while since we covered the topic of broken rear axles on karts. But, we would like to remind you that this is still an area of concern and one that requires checking, as the photo here from a recent event shows. Please ensure when checking rear axles that you look out for any signs of the beginning of cracks, or for the ‘perforation’ effect of the multiple tightening of the grub screw against the axle, as well as advising the competitor or preparer of what to look out for when stripping down to the bare axle.

We have been encouraged to see that the education of competitors on these issues, through our general newsletters and via you as Scrutineers, has improved the rate of failures that we experience. However, if you do come across such a failure please do report it to the Technical Department, and wherever possible please try to provide photos.