

MSA helmet approval stickers

Please note that MSA helmet stickers are required for all events where a helmet is a mandatory requirement. We are aware that some championships and events have their own system of helmet approval labels, this however does not replace the mandatory requirement for the MSA helmet sticker to be applied – it will be an addition.

As a reminder, the blue MSA stickers are for helmets approved for use in all disciplines, the green stickers are for helmets accepted for use in kart events only and the yellow stickers are for helmets approved to the Children's Motorsports helmet standards (CMR/CMS 2007 & 2016) in karting events.



Helmet stickers are available to be purchased from the MSA by Scrutineers of National grade and above. If you are the Chief Scrutineer at an event, you should ensure that you have enough stock available of the relevant coloured stickers to cover any competitors that may require them. The cost to the Scrutineer is currently £12.50 per strip of 10 stickers, and the fee chargeable to the competitor for application is £2.50.

Structural integrity

You will be as aware as we are that there are a great number of cars competing in UK events that are reaching a grand old age! The pictures below are a graphic reminder that, whilst a 38 year old car may look in good condition from the outside with a fresh paint job, the structural integrity of the car may be severely compromised by corrosion. Not easy for a Scrutineer to check, but there may be signs, such as bubbling paintwork, rust staining etc. that would indicate a problem.



We don't know for sure but it is a safe bet that the amount of tin worm in the A-pillar and sill of this vehicle would have severely reduced the ability of the structure to withstand the impact sustained in its roll over, particularly when you consider where the foot of the ROPS front leg would have been mounted! Luckily both vehicle occupants were released from hospital the same day.

Braided pipes

There are a number of regulations relating to fluid-filled pipes within the driver/passenger compartment of competing cars, they all state that that if the lines are non-metallic then they must be either internally or externally metal braided hydraulic pressure hose. This applies to coolant pipes (see (J)5.10.1), oil lines (see (J)5.12.1) and fuel lines (see (J)5.13.1).

Alternatively the lines may be FIA compliant, the requirements for which are detailed in FIA Appendix J Article 253 Article 3.2. The image below gives an example of suitable externally metal braided fuel lines routed through the cockpit (the blue line is a battery cable).



Aerodynamic devices

The images below were taken by a scrutineer at a recent Race event. The scrutineer correctly noted that the additional aerodynamic devices on either end of the front splitter extend beyond the maximum width of the vehicle in each case, a clear contravention of regulation (J)5.2.7. Please keep your eyes open for these simple non-compliances, which are often not picked up on cars event after event. The longer they run unnoticed, the bigger argument you get when they are asked to be corrected!



Stage Rally auxiliary lighting

The auxiliary lighting regulations for Stage Rallying have come into question following a recent event that included night stages. Remember that for Stage Rally events – unless the events own Supplementary Regulations specify additional restrictions – the MSA regulations simply require the lighting to comply with Motor Vehicle Construction and Use Regulations, as per (R)46.1.

Drawing number (R)18.5 – which shows limitation of forward facing beams – only applies to Road Rally events, not Stage Rally events.



Honda GX160 engine cut-off switches

Last year we produced an article relating to the use of return springs on Honda GX160 ignition switches, the purpose of which being to ensure the switch remains in – or returns to – the “ON” position if accidentally knocked. The flip-side of this is that when the engine does need to be turned off, which could be in a time-pressured emergency situation, the switch needs to be physically held in the off position. We have had a report from a recent meeting where a kart heavily impacted the barrier and it was difficult to switch the engine off, having to hold the switch for a period of time against the significant force of the spring trying to pull it back. We would like to remind you that such a configuration is not acceptable, the Honda GX160 Technical Regulations (here) state that *“The on/off switch must be fitted and be capable of stopping the engine. A shroud may be attached to the casing to protect the switch, if required”* – it does not make allowance for adding a return spring, and for those concerned about knocking the switch it does permit the fitting of a shroud.

250 National tyres

If you are involved with the 250 National class, then please take note of the recently issued MSA Kart Race Yearbook Amendment 8, which concerns tyres permitted for short-circuit use. The latest CIK-homologated Le Cont and Vega tyres have been added, as it was noted that their designation has changed – unlike the Dunlop which is still “DFH” and therefore no change is required in the regulation. The full amendment can be downloaded from www.msauk.org/karttech.

210 National air filter

For those of you encountering karts in the 210 National class, please note that there has been a recent update to permit an alternative K&N air filter – part no. RC 5136 – due to one of the existing parts no longer being available. This is effective immediately.