

Historic Eligibility Scrutineers

A number of scrutineers involved in historic events have attended specialist historic eligibility training sessions in 2015 and 2016. We are pleased to confirm that those scrutineers having completed this training will have the Historic Eligibility grade added to their licence automatically from 2018. Please note that this grade is specific to historic events and is not a general eligibility grade, so to be appointed as the Eligibility Scrutineer for a championship or event you will need to also hold the general Scrutineer Car Eligibility grade.

Those of you that keep an eye on the approved regulation changes published on our website ([here](#)) will note shortly that there is a new regulation in effect from 01 January 2018 requiring any event with a class – or classes – exclusively for historic vehicles as defined by (R)19 or (R)49 to specifically appoint a Historic Grade Eligibility Scrutineer.

Overalls

A Scrutineer at a recent Race event was presented with a set of overalls, the rear of which were coated in what appeared to be a hardened expanding foam residue. In discussion with the owner, it seems that they had recently had a custom foam seat fitted using hardening foam, some of which escaped from its plastic covering and coated the back of the garment! This foam had stuck to the overalls and could not be removed.

Any damage to overalls such as this could seriously affect the flame-resistant properties of the material, and thus renders the garment unsuitable for further use. Another more common issue is overalls where the material has become impregnated with oil. Remember that in these situations the Scrutineer should reject the garment and has the ability to impound it for the duration of the meeting per *MSA Yearbook* regulation (D)33.2.1.

Helmet cameras

Scrutineers at a recent Junior Stage Rally event have had cause to remind competitors that helmet-mounted cameras are not permitted. The only time that a helmet-mounted camera is permitted is if the mounting is integral to the helmet as provided for by the manufacturer, and is included as part of that helmet's approval under one of the accepted standards.

In this instance, it is understood that the camera mount was not present during scrutineering, but was seen by Scrutineers during a driver's equipment check at an arrival control. This highlights the importance of undertaking additional checks and being vigilant during the whole event.

Cracked steering wheel boss

The images below show the remains of a steering wheel boss following an accident at a recent Race event, the competitor was said to have lost control of the vehicle after the steering wheel came off in his hands during the race!



As you can see in the photos there is evidence of cracking around where the failure occurred, we show these to highlight to Scrutineers and competitors that cracking in cast components such as this is a good indicator that failure is imminent, and any such component should be replaced. The steering wheel boss is maybe not one of the common items for a Scrutineer to check during their routine, but it doesn't take long when looking inside the vehicle to have a quick check for any damage or cracking.

Safety equipment homologation end dates

The following article has been provided by the FIA for awareness:

In 2012 it was decided, together with the manufacturers of FIA-approved safety equipment, that homologations of safety equipment would be valid only for five years and that after that, manufacturers would need to re-submit the homologation for assessment and obtain a re-homologation if they met the criteria established. 2017 is the first year in which homologations reach their end date.

Due to this change, one or two columns have been added to the Technical Lists in order to indicate the date on which the homologations end and (if applicable) the latest possible end of validity date of the product.

The homologation end date (circled in Figure 1) indicates the last date on which the product can be manufactured.

The products themselves will still be valid after the homologation end date but the manufacturer will not be able to produce them anymore.

Homologation / Homologation							Sieve valide jusqu'au ⁽³⁾ Seat valid until ⁽³⁾
N° Homol.	Constructeur du siège Seat manufacturer	Modèle Model	Supports à utiliser Supports to be used	S2000 ⁽²⁾	Début Beginning	Fin End	
.CS.826.97	OMP	GRIP CHAMP	Latéraux Lateral		12.97	12.22	12.27
.CS.828.97	OMP	Record	Latéraux Lateral	✓	12.97	12.17	12.22
.CS.830.97	SPARCO	ATLAS VTR	Latéraux Lateral		12.97	12.17	12.22
.CS.831.97	SPARCO	EVO 2 VTR	Latéraux Lateral		12.97	12.17	12.22
.CS.832.98	SPARCO	TOURING CC	Latéraux Lateral	✓	06.98	06.17	12.22

Figure 1. Example of the homologation end date indicated in a technical list

The dates indicated in the column titled "Seat valid until" (circled in Figure 2) are the latest possible dates that can be shown on the homologation label without taking into consideration any manufacturer re-validation possible only for some types of products, which would be indicated with a label as specified in the technical list of the product. This column only exists in the technical lists of those products that have a validity date (i.e. seats, harnesses, safety fuel tanks, racing nets).

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.CS.831.97	SPARCO	EVO 2 VTR	Latéraux Lateral		12.97	12.17	12.22
.CS.832.98	SPARCO	TOURING CC	Latéraux Lateral	✓	06.98	06.17	12.22

Figure 2. Example of the latest product end of validity date

Please be aware that the technical lists are continuously modified and that the dates in those columns may change if the manufacturer re-homologates the product. Always check the latest version available in the Sport section and Homologations subsection on the website: www.fia.com.

Sealing bags

The instructions below were previously published in 2015; however, having received some incorrectly sealed bags from a recent event we are publishing this again as a reminder of the correct method of sealing a sealing bag.

It is important to note that **the blue strip is not to be removed** – this is the part of the bag that makes it secure. Before doing anything else, complete the information panel on the front of the sealing bag, because it is a lot easier to write on an empty bag on a flat surface than it is to write on a bag that contains a component that may not have any reasonable flat surfaces. Then follow the procedure detailed below:

1.

Place the component in the bag and – with the bag laid on a flat surface and the label on the uppermost side – fold the top edge over to expose the silver strip.



2.

Take one end of the silver strip and peel away from the bag to remove it. Ensure that the top edge remains folded back while doing this.



3.

Fold the top edge back flat so that the now exposed adhesive contacts the white strips.



4.

Use your fingers to firmly press the adhesive coated area down.



5.

If the bag is opened, the blue strip is pulled away from the white strips revealing a tamper evident "opened" marking. If an attempt is made to reseal the bag, this marking remains evident.



Helmet chin straps

Following the note in last month's edition of this *Bulletin* showing a badly frayed helmet chin strap, the image here was forwarded to us from a recent Stage Rally event. The photo was taken on the start-line of the first stage, so worryingly it would appear that this helmet made it through scrutineering. Even more worryingly the helmet appeared to have been rented for the event!

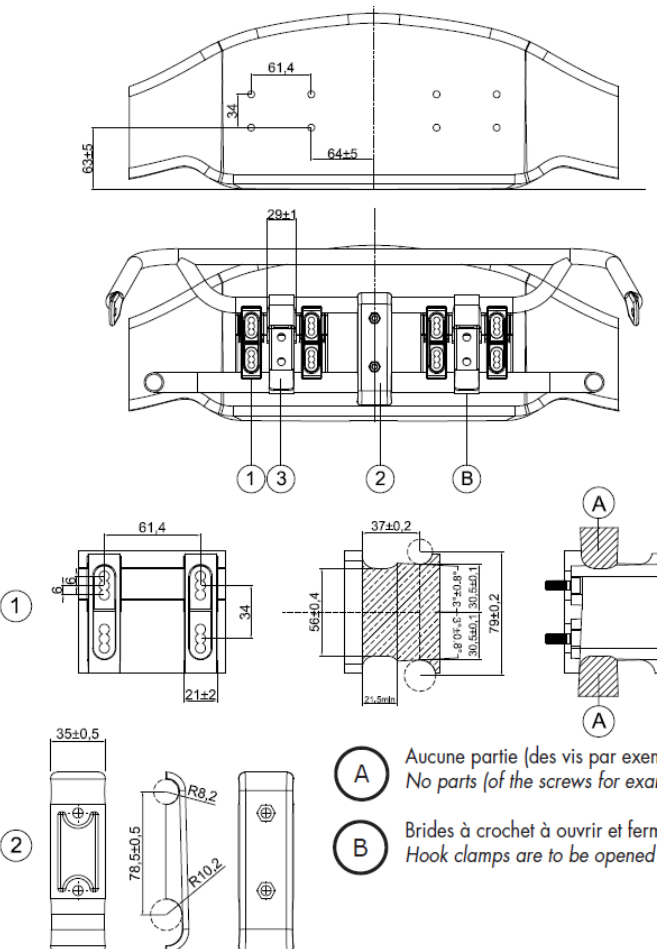
Any damage to the helmet strap such as this will severely reduce the effectiveness of the helmet to remain securely fitted, with obvious consequences in an incident. If you do encounter a helmet with such a deficiency, the MSA helmet sticker should be removed and the helmet impounded for the duration for the event as per (K)10.2.1.



CIK front fairing mounting kit

We have had reports of some competitors trying to affect the efficiency of the CIK dismantable front fairing mounting block by using 2 sets of over-centre clips (referred to as 'hook clamps' in CIK terminology). Please be advised that this is in no way acceptable, and this is reinforced by the relevant CIK Drawing 2c – which itself is referenced in *MSA Yearbook* regulation (U)17.1.6. CIK Drawing 2c (downloadable in full from the MSA website [here](#)) clearly states the following: *"It is only permitted to fix the front fairing onto the kart using the front fairing mounting kit. No other device is authorised. It must be possible for the front fairing to move freely back in the direction of the chassis without any obstruction from any part that may restrict movement."*

This is a double whammy, firstly the 'front fairing mounting kit' is defined by the same Drawing 2c as comprising the following elements: "1. Mounting bracket kit for front fairing (2 pieces + 8 screws in total). 2. Front bumper support (2 half shells + 2 screws in total). 3. Adjustable hook clamps (the 2 pieces, shall be made of metal).", clearly this only references 2 'hook clamps' – no more. Secondly, the addition of any more than the basic 2 'hook clamps' will – at least to some extent – restrict movement of the front fairing freely backwards.



- A** Aucune partie (des vis par exemple) n'est admise dans cette zone.
No parts (of the screws for example) are admitted in this area.
- B** Brides à crochet à ouvrir et fermer à la main uniquement sans aucun outil
Hook clamps are to be opened and closed by hand only without any tools.

The diagram from CIK Drawing 2c is reproduced here for reference, and shows the correct configuration to be used for fitment of the dismantable front fairing mounting kit. Note also that it clearly requires both 'hook clamps' to be opened and closed by hand only, without the use of tools.

All technical information and details for the CIK dismantable front fairing mounting kit can be viewed and/or downloaded from the Kart Technical Resource centre of the MSA website at www.msauk.org/karttech.