



## Scrutineer training

It is normally around this time of year that we publicise the dates for the annual scrutineer training seminars. However, for 2018 we have decided to do something a bit different. The annual seminars have been put on hold for a year, while we regroup and develop a new format for the presentation and delivery of training beginning in 2019. However, this does not mean that we will not be doing anything in 2018, in place of the annual seminars we have plans to arrange a smaller series of conferences and talks for Scrutineers with some high-level speakers, which should prove to be interesting and informative, details of these sessions will be communicated in future editions of this *Bulletin*.

We will also be arranging a series of eligibility training and assessment days, run by our Technical Commissioners, which will be for eligibility trainees and existing eligibility grade holders. And we intend to hold some additional training sessions on subjects such as Vehicle Passports and Historic Eligibility. We are also considering how technology can help us in delivering all of our training.

These 2018 sessions will not be mandatory to attend and will not form part of the existing maintenance criteria to retain your licence, the requirements of which will be put on hold for a year. However, your attendance will be recorded on your licence record. So, keep an eye on this *Bulletin* for details of future training opportunities.

## Trainee seminars

As mentioned in last month's *Bulletin* we are organising an introductory session for trainee Scrutineers. This event will take place on Saturday 18 November in the Castle Combe area (exact venue to be confirmed). The day will run from 10.00 to 15.00 and will consist of both classroom sessions and practical work with competition vehicles. The day is intended as an introduction to Scrutineering and will cover the subjects of 'module one', as well as giving a basis to the hands on scrutineering topics in 'module two'.

We will email all trainee Scrutineers with the invitation, but if you would like to attend please email [technical@msauk.org](mailto:technical@msauk.org) detailing your name and licence number. Please note that the event is limited in numbers so please sign up quickly. However, if there is sufficient interest we may look to organise further sessions in other locations.

## Historic eligibility seminars

We are again organising specific historic eligibility training days towards the end of this year. Thank you to those who have expressed an interest in attending these sessions. Successful completion of this course will count towards the Historic Eligibility grade, along with the module to be completed.

If you have previously attended the course there is no need to attend again, but you will of course be welcome if you want to attend to update and further your own training. The training will be held on Saturday 02 December and the venue will be in the Oxford area (exact venue to be confirmed), if you wish to attend, please email [technical@msauk.org](mailto:technical@msauk.org) detailing your name and licence number.

## Event access

We would like to remind Scrutineers of all grades, and in fact any MSA licensed official, that your MSA official's licence must not be used to gain general access to events without specific invitation. If you wish to attend an event as a Scrutineer you must contact the Chief Scrutineer well in advance of the meeting, and attendance will only be with their agreement. If you wish to attend an event as a spectator or in any other capacity, your official's licence will not permit you entry and tickets will need to be obtained through the normal channels.

## Social media

The term 'social media' covers a wide range of communication methods, some of which are very public, such as Facebook, Twitter, Instagram etc. Please remember that once you attend events as a Scrutineer, that 'label' will stay with you outside of any events. Once you are known as an MSA Scrutineer, any social media posting made – regardless of whether there is any reference to being an MSA Scrutineer – is likely to be quoted somewhere along the lines as "Joe Bloggs, MSA Scrutineer said...". The MSA has a published set of guidelines on best practice for the use of social media, for competitors and officials alike, which can be accessed on the MSA website [here](#). Social media is an excellent way of communicating with people rapidly, but there are pitfalls if you do not take appropriate care!



**MSA**

Governing Motor Sports in the UK

# Bulletin

MSA SCRUTINEERS



## Helmets stickers

From time to time we do still get reports of helmets being presented for scrutineering with the wrong colour MSA helmet sticker having been applied. A typical example would be a helmet to one of the Snell 'SA' standards being fitted with a green karting helmet sticker, as it was originally presented at a kart meeting. If that helmet is then taken to a car meeting, the green sticker is not acceptable – although the Snell standard is. Whilst this scenario is easily solved by subsequently applying the correct sticker, it is far from ideal for the competitor or scrutineer in terms of time and (albeit small) financial outlay!

As a visual reminder, the pictorial below demonstrates which colour sticker must be applied to which helmet standard. Note that the Snell SA2005 and SFI standards are confirmed to expire at the end of 2018, so if you do come across helmets bearing any of these standards it is worth advising the competitor that they have a little over 12 months usage left.

## Frontal Head Restraint MSA approval stickers

You should have recently received an email notifying you of new regulations approved by Motor Sport Council, among those changes was the introduction of an approval sticker for Frontal Head Restraint devices. This label will provide the same function as the existing MSA helmet stickers and will be applied to the FHR following a detailed inspection confirming condition and compliance with the regulations.



This sticker can then be removed by the scrutineers if the FHR is found to be damaged, not in compliance with the regulations or involved in a significant accident – in much the same way as is done with the helmet sticker. The sticker is made of the same material as the helmet sticker so if removed it will void and cannot be re-applied. The cost of the sticker to the competitor will be as the helmet sticker at £2.50, the cost to the scrutineer will also be the same as helmet stickers. We are currently finalising the order with the supplier and aim to have the stickers available to purchase before the end of the year.

## Frontal Head Restraint guidance

As we have previously discussed in this bulletin and at Scrutineer seminars the regulations and requirements in the implementation of Frontal Head Restraints are somewhat complex. Remember that the documents that we have handed out at the seminars to assist you in applying the regulations are available to view and download from our website in the Technical Car page of the Resource centre, which can be found at [www.msauk.org/Resource-Centre/Technical-Car](http://www.msauk.org/Resource-Centre/Technical-Car), please feel free to pass these documents on to competitors and clubs or anyone else who you think it will be of benefit to.

## How not to dry your helmet!

The below photos are of a helmet presented for scrutineering at a recent International event at the Sepang International Circuit in Malaysia, where an MSA scrutineer was present. The story was that the helmet had got wet and the competitor decided to dry it out. Unfortunately, they decided to use a heat gun, which subsequently melted the polystyrene inner! Of course, this damage will have considerably affected the helmet's ability to perform in an incident, it has effectively rendered the helmet scrap!



## FIA seat homologations

In last month's edition of this *Bulletin* we published details of a seat that had recently had its FIA homologation withdrawn. We would like to take the opportunity again to remind you that details of all FIA 8855-1999 standard seats that have had their homologation withdrawn are contained within FIA Technical List number 12, which can be accessed on the FIA website at [www.fia.com/sport/homologation](http://www.fia.com/sport/homologation), or downloaded directly by clicking [here](#). The bulletin detailing each withdrawal is included at the end of the document, but the preceding table of homologated seats also indicates these clearly with red text and 'strike-through' (**example**). If you are involved in a discipline or event that requires homologated seats, then it is good advice to have a copy of the list of homologated seats to hand, so that you can quickly and easily see whether a particular seat has been subject to a homologation withdrawal.



## Timing Strut

This image was forwarded to us by a Scrutineer and was taken at a recent Sprint event. We were amused by the juxtaposition between an £80,000 Audi S8 being presented with a well-used plastering trowel for a timing strut, tie wrapped to the front grill!

In reality, providing it meets the dimensional requirements and mounting location regulations as detailed in (S)10.9 then there would be no issue. However, we would expect any timing strut to be more securely mounted, tie wraps alone are simply not sufficient!



### **Speed forced induction equivalency**

We have been asked to clarify the forced induction equivalency factor applied in Sprint and Hill Climb events, in light of the new Standard Car category in (S)11.9.1.

Simply put, regulation (S)10.3.1, which details an equivalence of 1.4, applies to all vehicles except for those competing in a class under the Standard Cars category where an equivalence of 1.7 is applied per (S)11.9.1.4.

### **Cadet front fairings**

Please note that amongst the recent rule changes implemented by Motor Sports Council is one concerning front fairing, specifically for the Cadet class. It is confirmed that for 2018 all Cadet karts will be required to run a dismountable front fairing – as already implanted in Junior and Senior karting. It is currently intended that this will be the current CIK-FIA dismountable front fairing mounting block, although options around bespoke systems specific to the smaller-sized karts are being explored. We intend to publish more detail before the end of the year.

Please note as well that this does not apply to Bambino karts, which remain with the bodywork that they were registered with.