

MSA Pump Fuel specification

There are changes to the permitted fuel regulations in the MSA Yearbook with effect this year, the General Regulations now include the FIA specification within our definition of Pump Fuel.

A summary of the fuel types permitted under the MSA Pump Fuel definition (Section (B) – Nomenclature and Definitions) is shown below. This now allows championships to use FIA specification fuel without specific approval by the MSA, as many have done for the last few years with MSA permission.

Pump Fuel

- (a) Petrol: Motor Gasoline of the type on sale to the general public from UK roadside filling stations (see Appendix 1): BS EN 228 – **Max. 100 Octane (RON)**
- (b) Petrol or Diesel in compliance with FIA Appendix J Art 252, Article 9. Or, for Karting, Petrol in accordance with CIK Technical Regulations Article 2.21. – **Max. 102 Octane (RON)**
- (c) LPG (Liquefied Petroleum Gas).
- (d) Diesel Automotive Gas Oil (DERV)
- (e) Bio Ethanol
- (f) Bio Diesel

Therefore, it is now the responsibility of the championship or event to define the fuel permitted in their regulations. For example, if an event or championship wish to retain the MSA specification 100 octane limit their regulations will have to specify section (a) of the Pump Fuel definition. If regulations simply refer to “Pump Fuel” this will automatically permit the use of FIA specification 102 octane maximum fuel. Note that this does not apply the same in Karting, as regulation (U)16.17 continues to restrict to the ‘part (a)’ 100 RON max. specification, although Clubs/Organisers are free to extend this to ‘part (b)’ FIA specification within their own Championship Regulations without needing to seek special permission.

Battery registration

In advance of the 2019 regulations requiring non-lead acid batteries to be from an MSA-registered manufacturer, registrations have started to be received. The list detailing the brand registrations has been uploaded to the MSA website and can be found in the [Car Technical Resource Centre](#).

To be registered, a manufacturer is required to confirm that their products conform to UN38.3 classification and are suitable for use in a motor sport application. In addition, the 2019 regulations allow non-lead acid batteries that are a Standard Part (see definition of Standard Part in Section B) to be automatically permitted.

If a battery manufacturer wishes to register their products, they should contact the Technical Department by email at technical@msauk.org to request further details.

Motor Sport Ireland Log Books

In accordance with (J)2.1.1, the MSA has a reciprocal agreement with Motor Sport Ireland (MSI) to recognise Log Books issued by themselves as the ASN in the Republic of Ireland. However, even if issued with a valid MSI Log Book, the vehicle must still comply fully with the MSA Stage Rally Regulations in section (R). This includes any chassis/floorpan/bulkhead modifications that may be permitted under MSI regulations, but remain prohibited under MSA regulations.

Recaro Advanced Seat homologation withdrawal

The FIA has informed ASNs that during its internal quality control process, RECARO found that their PRO RACER ULTIMA 1.0 seat with the homologation number AS.015.10 and with a homologation label indicating ‘NOT VALID AFTER: 2022 or later’ do not comply with all the requirements defined in the FIA 8862-2009 standard. Therefore, it is confirmed that the homologation of the following advanced racing seats is withdrawn with immediate effect on safety grounds:

Make & Model	Homologation No.	Not Valid After (on FIA label)
Recaro Pro Racer Ultima 1.0	AS.015.10	2022 or later



Non-FIA HANS tether anchor

The HANS tether anchor shown in the image here was presented for scrutineering at a recent Race meeting. Although this appears to be a genuine HANS product by its markings, it is not an FHR tether anchor that is homologated by the FIA. FIA FHR regulations, and thus MSA regulations, require the tether anchors to be homologated to FIA Standard 8858-2002 or 8858-2010. Anchors homologated to these standards will have the standard number clearly marked on the anchor, and they will be detailed in FIA Technical List No. 29. FIA Technical Lists can be accessed via the FIA website by [clicking here](#).

ROPS material regulations

You will hopefully have seen the latest rules changes document published by the MSA. The document details amendments to the minimum permitted ROPS dimensions for Sports and Single Seater Racing Cars in (K)1.6.2 and (K)1.6.3 respectively. The amendments standardise the minimum dimensions across the vehicle categories, which better reflects materials commonly available.

The full rule changes document can be viewed by [clicking here](#).

ROPS welding

The images below were sent in by a scrutineer who inspected a Citroen C2 Stage Rally car for a Vehicle Passport application, worryingly the vehicle already held a Competition Car Log Book, which the new owner was looking to update to a Vehicle Passport.

Upon inspection, using his fingers the scrutineer found that the lateral bars of the front section were not fully circumferentially welded to the main hoop. Following this, and to rectify the welding, the preparer cut access holes in the roof panel, and it was subsequently found that the majority of 'weld' was in fact plastic-metal filler. Once the filler was removed the images below show what was left! As you can see, not only is the welding very poor and largely non-existent, the tubes themselves are very poorly profiled!

The benefit of the Vehicle Passport inspection is that it allows the inspecting scrutineer plenty of time to give the car a thorough examination, which is not always possible within the time constraints of an event. As you can see, proximity to the roof makes it tight, but this issue was found by the scrutineer simply feeling the welding to the main hoop with his fingers!



Kart helmet standards

You will recall that earlier in the year we clarified that the Snell-FIA CM2016 standard was missed from the *2018 MSA Yearbook* in error, but was confirmed as being acceptable for MSA Kart Racing – including for drivers under the age of 15. The latest MSA rule changes (which can be accessed by [clicking here](#)) have amended the regulations in section (K) to include this standard.

You will note that the Snell-FIA CM2016 standard is made up of two individual standards with separate labels – in much the same way as the previous CM2007 variant – these being CMR2016 and CMS2016. Any helmet bearing either of these labels (below) is acceptable – the most common that you are likely to come across is the silver CMR2016 label, but there are helmets in use with the red CMS2016 label.



At the same time, you will notice that the latest rule changes document also confirms expiration dates for the two oldest Snell karting standards. The Snell K2005 standard will no longer be eligible from 2020 on, and the Snell K2010 from 2024 on.

Compatible kart bumpers and bodywork

Please note that the list of compatible CIK-homologated bumpers and bodywork has been updated to include those components from the latest CIK-homologation that the manufacturers have confirmed as being suitably compatible. The up-to-date list can be viewed and downloaded from the Kart Technical Resource Centre on the MSA website at www.msauk.org/karttech. Remember that this is a 'live' list and may be updated periodically upon notification from other manufacturers.

Honda GX160 clarification

The following clarification is to be read in conjunction with paragraph 9 of the current Honda GX160 Technical Regulations v13a, and will be incorporated into the next update of these regulations:

No spark plug electrode gap is specified in the regulations, and therefore the gap measurement is free. However, under the definition of "the standard, unmodified component" the electrode should still conform in shape and relative position to an original, boxed item by way of comparison.