

Scrutineers' Bulletin

April 2022 – 197

Helmet and FHR standards

A reminder that a quick reference guide to acceptable helmet standards and compatibility with FHR devices is available on our website in the Resource Centre at the following link ([click here](#)).

The document has recently been updated, and as well as showing the current acceptable helmet standards it includes the useful chart showing compatibility of FHR devices tethers and anchor posts.

Fire extinguishers

In last month's Bulletin we provided a copy of the recent FIA ASN Safety Bulletin #11. In this document, the first item on the checklist related to removal of fire extinguisher pins on cars before entering a special stage or circuit. The article suggested that the pin should be removed from plumbed-in and hand-held extinguishers. We would like to clarify that this guidance was not intended to supersede any existing Motorsport UK requirements or guidance – which remains that the pin should be removed from the plumbed-in extinguisher **but not** the hand-held. Removal of the pin from the hand-held extinguisher is part of the process of deployment of the extinguisher and as such it should not be removed until the point at which it is needed to be used.

Sprints and Hill Climbs

The principle of regulations in Sprints and Hill Climbs differs from the General principles in Section J and we would like to remind Scrutineers to consider this when working in the discipline. General Regulation (J)5.1 states that it is prohibited to carry out any modifications that are not specifically permitted, generally referred to as “unless it says you can, you can't”.

However, for Sprints and Hill Climbs as detailed section (S)10.1, it works the other way around, where it states that other than the provisions of Section J and the specific category regulations, modifications are free. Effectively within the Section S category regulations “unless it says you can't, you can”.



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Kart tyres

We are aware of some ongoing supply issues with kart tyres potentially affecting many classes. In the circumstances, Motorsport UK are working closely with the class owners and with the clubs to ensure that suitable alternatives are available wherever required. You may see enforced changes in class tyres within Club Championships over the coming weeks, which in all cases should be endorsed with an agreement by Motorsport UK to the club. If in any doubt, please feel free to contact us at kart@motorsportuk.org to clarify any information or changes.

FIA Karting - Informative note from the FIA Safety Department

The following article has been published by the FIA Safety Department regarding helmets in Karting events.

With the purpose of improving Safety in karting competitions, at all the levels, we would like to share with you this informative note based on recent findings in various FIA events. Please follow this guidance and take all the necessary measures to ensure that it is respected within your sphere of competence.

1 – Helmet Camera

Article 7 “Equipment Safety” of the Karting Technical Regulations states that any addition of devices, whether aerodynamic or other, to helmets is forbidden if they have not been homologated with the helmet concerned. This article also makes reference to Appendix L of the International Sporting Code.

Appendix L sets out the regulations in place for the use of helmet accessories. You can find Appendix L on the FIA website at: <https://www.fia.com/regulation/category/123>.

As the FIA has been contacted several times regarding the add-on cameras that can be mounted on helmets, we would like to clarify the correct interpretation of the regulations.

According to Article 1.4 of Chapter III “Drivers’ Equipment, Helmet Modifications” of Appendix L to the International Sporting Code, “[...] Accessories must be fitted in accordance with the helmet manufacturer instructions. Only accessories approved by the FIA shall be used. Any other modification or addition of non-approved accessories (helmet cameras, visors, etc.) will render the FIA helmet homologation void.”

All non-FIA approved accessories are therefore not allowed to be used during any of the championships listed in the FIA International Sporting Calendar. The term “accessories” also relates to cameras mounted on helmets.

As with any other accessory, if the camera is not listed as an FIA-approved accessory for a specific helmet, the helmet cannot be considered as complying with the FIA standards, and its use is prohibited in all cases in which compliance with the FIA helmet standard is mandatory.

It is important to note that the Safety Department identified safety concerns in all the non-approved camera examples that it examined. These cameras are likely to significantly reduce the safety performance of the helmet and represent a threat to the wearer.

The list of FIA-approved accessories for FIA Standards 8859-2015 and 8860-2018 is included in the presentation form of each helmet model that can be found by clicking on the link, which appears on the first page of Technical Lists N° 49 and N° 69.



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We would like to draw your attention to the fact that the types of cameras shown below are not approved by the FIA and therefore any helmet fitted with these cameras cannot be considered as complying with the FIA standard.



Fig.1 – NOT approved helmet camera installation

2 – Helmet-M6-anchorage

The use of Helmet-M6-anchorage are not necessary during events, or in categories, where the driver is not wearing a Frontal Head Restraint (FHR) device.

- For helmets with 8858-2010 Helmet-M6-anchorage, we strongly recommend removing the anchorage by unscrewing the nuts. In fact, the protrusion can induce tangential forces to the neck of the driver during an accident event in case of contact of the anchorage with the ground. Competitors needing to put back the 8858-2010 Helmet-M6-anchorage are authorized to do it if they follow the helmet and 8858-2010 Helmet-M6-anchorage instructions.
- For helmets with 8858-2002 Helmet-M6-anchorage, it is forbidden to remove the Helmet-M6-anchorage.

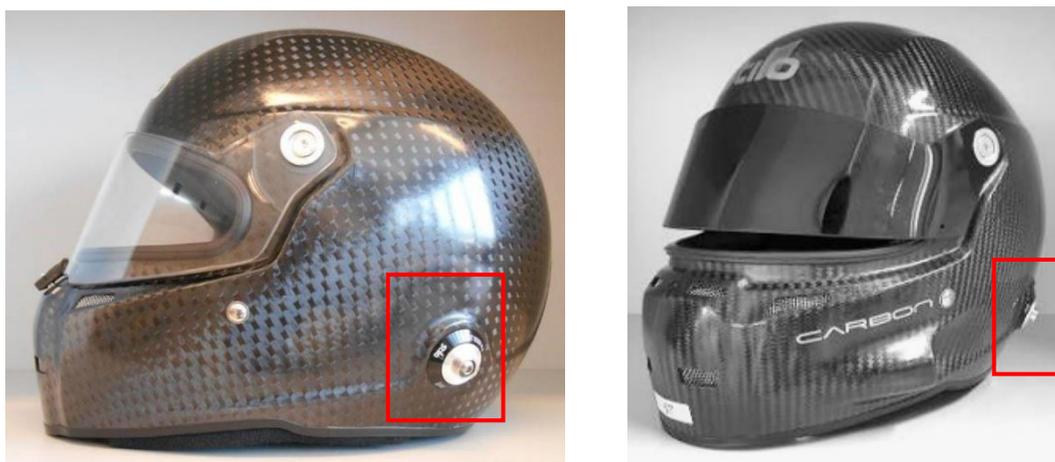


Fig.2a – Helmet-M6-anchorage in place



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Fig.2b - Helmet-M6-anchorage removed

3 – Fake helmet Visor

A considerable number of fake visors have been noticed on FIA-approved helmets in FIA karting events. To exchange the visor of a helmet is forbidden and dangerous since the fake one could not guarantee the same safety level of the original one.

The safety issues more frequently detected on non-original visors are:

- Failing the penetration test, that means that the visor may not guarantee the same level of protection during the impact with a moving object.
- Visor coating not compliant with the ISO 12312-1:2013, that means that it could be difficult for the driver to detect signal lights and their colour.
- Failing the flammability test, in this case during the exposure to the flames the visor could melt in drops increasing the risk of injuries for the driver.

