



Bulletin

MSA SCRUTINEERS

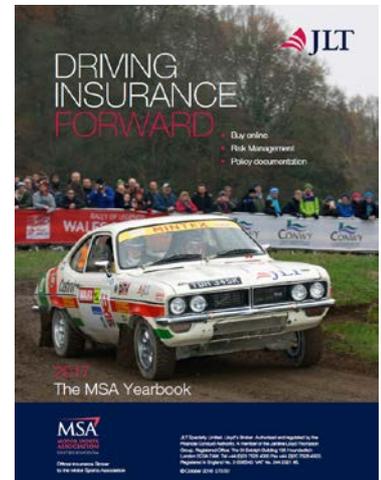


2016

The Technical team at the MSA would like to take this opportunity to thank you for your valuable input in making 2016 a successful motor sport year. We would like to pass on our best wishes to you and your family during the festive period and we are already looking forward to working with you to make 2017 even more successful and enjoyable!

2017 MSA Yearbook

The 2017 MSA Yearbook has now been published, and should be landing on your doormat very shortly – if not already. As ever any new or amendment regulations are highlighted in red text, and we always recommend taking a bit of time to familiarise yourself with the regulations – both new and old – in the build up to the new year. What better way to spend a winter's evening? If you do happen to notice any errors, then please let us know by dropping a note to technical@msauk.org. As well as the hard copies, the pdf version of the *Blue Book* is also now available on the MSA website – both as a full document and in individual sections – by clicking [here](#).



Camera mounting

Over the last few years we have published numerous reminders regarding the mounting of cameras to vehicles – and in particular we would like to remind you again about the use of suction mountings. The relevant regulation in section (J) stipulates the following:

“(J)5.21.5. *The mounting of any camera must be specifically approved by the Chief Scrutineer. Any mountings must use a mechanical means of attachment sufficiently robust to withstand anticipated stresses and vibration and must not present any sharp edges or projections in the vicinity of the driver's body or helmet. Where possible, a secondary means of attachment should also be used. Suction mounts are not acceptable as the primary mounting method. Where cameras are fitted by professional TV or film companies, the Chief Scrutineer has discretion to approve non-mechanical mountings.*”



This regulations is very clear on a number of points, amongst which is the statement that “suction mounts are not acceptable as the primary mounting method”. The regulations also mentions use of a secondary mounting method – and it is possible that a suction mount could be used as such in addition to an acceptable primary mechanical mounting. Applying the principle of “what would happen if the suction mount loses suction?” is a sensible approach. For example, if the camera is mounted with a substantial mechanical fixing – for example a suitable clamp on a ROPS tube – and a suction mount is also included as a secondary mounting, then loss of suction will result in the camera still being securely mounted, maybe just vibrating a bit more.

Stage Rally Safety Requirements

A gentle reminder – as those of you involved in stage rallying are probably already be aware – Guideline 155 in the May 2016 update to the Stage Rally Safety Requirements (see [here](#)) was introduced as part of the *Rally Future* campaign and reads as follows:

“In order to fulfil their role, Scrutineers will be present at stage starts carrying out duties such as checking, amongst other things that FHR's, seat belts and helmets are correctly worn. They may also occasionally need to enter the special stage. This should only be the case when there is a fatal accident. If a Scrutineer needs to inspect a car in any other situation, this should be done after the stage has closed. They should follow immediately after the sweeper car and have their own safety radio communications.”



This was done in light of the fact that many scrutineers were already present at stage starts to check some items, for example fire extinguisher pins being pulled out, and in being there it was identified as a sensible idea to request them to check other safety equipment, especially given concerns raised over how some competitors were wearing FHRs – for example the HANS yokes over the top of the harness as has been seen on more than one occasion!

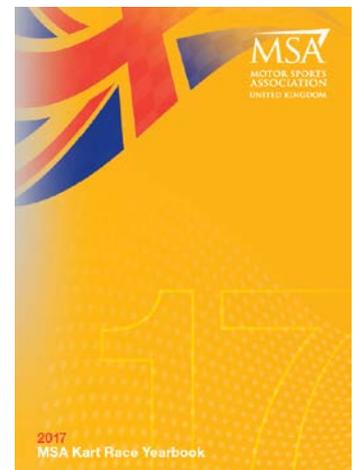
FHRS and helmets

We have recently had a number of reports – mostly coming from the Cross Country world – about apparent damage to helmets resultant from their use with FHRs. The picture on the left is a good example, and shows where the lining and foam has evidently been worn away by constant rubbing on the harness where it is sitting over the yoke of the FHR – as seen in the photo on the right (same helmet). Something to keep an eye out for when checking helmets and harnesses – if there is excessive wear then unfortunately the helmet or harness will no longer be suitable.



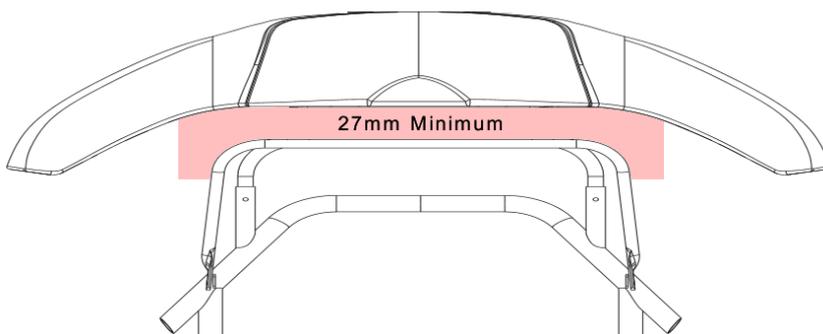
2017 MSA Kart Race Yearbook

As with the *Blue Book*, the 2017 MSA Kart Race Yearbook (*Gold Book*) is now also available – and those of you who have a Kart scrutineer grade should be receiving your copy along with your *Blue Book* shortly (if you haven't already). The pdf version is also available to download from the MSA website by clicking [here](#).



Front fairings in 2017

As some of you may already be aware, the CIK have made some changes to their regulations regarding the fitment of the dismantable front fairing mounting kit. The intention of the MSA is that the changes will be adopted nationally with effect from March 2017 – and an announcement on this is anticipated shortly. The key change that will be adopted is that there will be a mandatory minimum gap between the back of the front fairing and the front of the front bumper bar (upper and lower) of 27mm at all points, as depicted in the diagram here. This is to ensure that there is enough free space for the fairing to move backwards into upon impact.



This change may require some competitors to purchase new upper and/or lower bumper bars to comply with the 27mm gap, and the manufacturers are producing bars to a new specification to meet this requirement, although they will be marked with the same homologation number.

We will be producing an information sheet advising competitors of the new requirements, the effect that it may have, and what they may need to do to ensure ongoing compliance and this will be available on the MSA website in the next few days.