



Bulletin

MSA SCRUTINEERS



Thank you!

All in the Technical team at the MSA would like to take this opportunity to thank you for your valuable input in making 2017 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 2018 even more successful and enjoyable!

Technical Conferences

Licensed Scrutineers should recently have received their invitation email to the 2018 Technical Conferences. As previously advised, the annual Scrutineer seminars have been put on hold for a year, while we develop a new format for the presentation and delivery of training beginning in 2019. As an alternative, these Conferences will involve members of the FIA Safety Department delivering a session on the developments in motor sport safety equipment, along with sessions from motor sport industry representatives on topics relevant to scrutineering.

Due to the hiatus in the annual Scrutineer seminars, the maintenance criteria as detailed in (G)28.4.2 has also been suspended for a year. Consequently, there is no mandatory attendance requirement for the Technical Conferences, however attendance will be noted on your scrutineering record. Due to the availability of the invited speakers we have had to limit the series to just three sessions. The dates and venues of the Conferences are shown below:

Date	Venue
Saturday 13 th January	Hilton, East Midlands Airport
Saturday 27 th January	DoubleTree by Hilton, Edinburgh Airport
Sunday 28 th January	DoubleTree by Hilton, Newbury North

The Conferences assemble at 09.30 for a 10.00 prompt start, and are scheduled to finish by 15.00. Except for Edinburgh which will run from 11.00 finishing at 16.00.

Mileage allowance will be payable up to a maximum of 100 miles each way. Car sharing is encouraged and any attendees transporting additional scrutineers will be entitled to additional mileage allowance if exceeding 100 miles. If you wish to travel by other means such as air or rail, travel allowance will be payable up to a maximum of £76. Travel allowance claim forms will be available on the day for submission to the MSA after the training.

Licensed Scrutineers can sign up by emailing technical@msauk.org ensuring you include your name, licence number, date and venue you wish to attend. **Please sign up as soon as possible as each venue is limited to 100 delegates which will be allocated on a first come first served basis.**

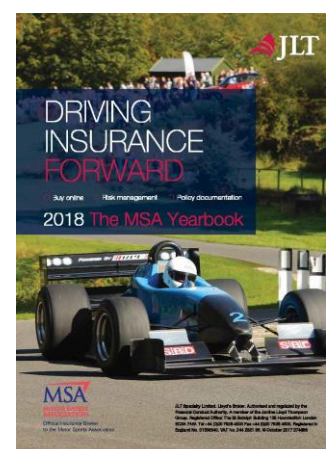
2018 MSA Yearbook

The 2018 *MSA Yearbook* has now been published, and should be landing on your doormat very shortly – if not already. As ever any new or amended 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. 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](#).

Helmet standard labels

We had an instance at a recent kart event where a Scrutineer removed the Snell standard label from a competitor's helmet, following that helmet being involved in an incident. Please remember that Scrutineers do not have the authority to remove any labels from a helmet, other than the MSA helmet sticker. Scrutineers also must not damage or mark the helmet in any way, such as cutting the straps or writing on the helmet.

If the competitor is involved in an accident and the helmet is damaged, the Chief Scrutineer will impound the helmet for the duration of the meeting and remove the MSA helmet sticker.

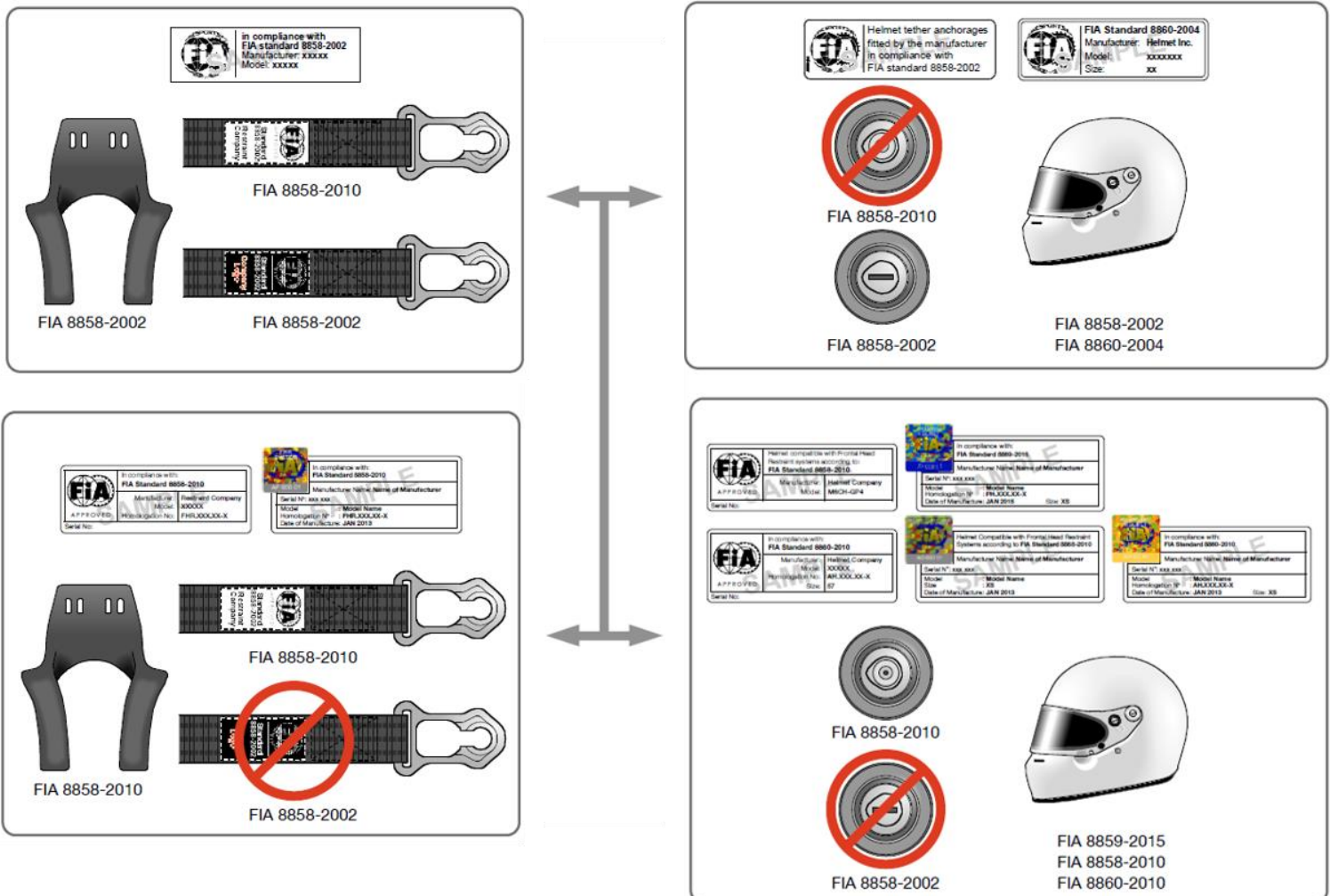




FHR tethers

We had a phone call from a concerned competitor recently, who had been told by a Scrutineer that his FHR tethers were due to expire. Please note that this is not the case as FHR tethers do not expire, providing they are the correct standard and in good condition they remain acceptable. Both tether standards – FIA 8858-2010 and FIA 8858-2002 – are currently acceptable and with no intended withdrawal date.

The FIA have recently revised their diagram showing the compatibility of FHR components for a bit more clarity and detail. To read this diagram correctly you look at the boxes on the left to show which tethers are compatible with which FHR devices and the boxes on the right show which tether anchor posts are compatible with which helmet standards. The arrows in the middle then show that all tethers and all tether anchor posts are cross-compatible.



Remember that the FIA safety equipment website contains a lot of useful information, guidelines and recommendations on the Fitment and use of FHR devices, amongst other safety related topics concerning competitors' safety equipment. This website can be accessed at the following address www.fia.com/safety-equipment.



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FHR approval stickers

The new MSA FHR approval stickers are due to be in stock during the first week of December, you can now order the stickers from our sales department, and they will be dispatched as stocks arrive. The cost of the stickers is that same as for helmet stickers, with the cost to the Scrutineer being £12.50 for a sheet of 10. The Scrutineer can then charge competitors £2.50 per sticker.

The stickers should be affixed to the FHR near to the FIA approval label, examples of suitable positions are shown in the images below:



Regulations for the FHR approval procedure are found in (K)10.4.1 of the 2018 *MSA Yearbook*, these regulations give authority for the Chief Scrutineer to remove the MSA approval sticker and impound the FHR device for the duration of the meeting – for the same reasons as you would a helmet.

Equipment condition

These gloves were presented to the Scrutineering team at a recent hill climb event. They were correctly labelled with the right FIA-standard, and the driver had every intention of using them in a single-seater. He wasn't with the car when it was scrutineered and his wife accidentally gave the scrutineers the wrong gloves to check!

He allegedly has another pair exclusively for scrutineering purposes, but uses his 'lucky gloves' when competing as he can grip the steering wheel better with his palms! Obviously, no one could tell the condition when he was wearing them as he was gripping the wheel!



Non-lead-acid batteries

In the recently published MSA approved rule changes (held [here](#)), there was notification of a new regulation covering the use of non-lead-acid batteries as the main vehicle battery, Lithium-Ion being the most common non-lead-acid battery. The new regulation comes into force from 01 January 2019, but is publicised a year early to give ample time for manufacturers to register.

The requirement will be for any non-lead-acid battery pack to be either a standard part for that car, or from a manufacturer registered with the MSA. This registration includes a declaration that the batteries produced by this manufacturer conform to all statutory standards such as UN38.3 and are suitable for motor sport use. Manufacturer registration forms are available by contacting the Technical Department and competitors should be advised to ensure that the manufacturer of their battery has registered before 2019.



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Fire extinguisher installation

The image on the left was sent in to us by an eagle-eyed scrutineer and was captured at a recent event. During scrutineering it was noticed that the fire extinguisher Bowden cable outer simply fed straight through the lower part of the lever. This assembly will of course give no resistance for the Bowden inner cable to pull against and operate the lever. A correct installation (ignoring the needle on the gauge!) is shown in the right-hand photo where the outer cable housing positively connects to the lower lever arm using a suitable ferrule.



2018 MSA Kart Race Yearbook

As with the *Blue Book*, the 2018 *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](#).

Kart driver weights

Please remember when weighing drivers in classes where there is a specified minimum driver weight, that this must be done only with mandatory Personal Protective Equipment as defined in (U)17.29.6. Put simply, this includes helmet, overalls, gloves and boots and underwear, but does not extend to rib protectors, neck braces or anything else that may be worn or carried by the driver. If you are weighing the kart and driver as a whole – for the minimum class weight – then all equipment should be weighed together as raced, including any non-mandatory items.

Kart eligibility sessions

As you will already have read, for 2018 the normal Scrutineer seminars have been postponed whilst we carry out an overall review of deliverance of training. For Kart Scrutineers, we can now confirm that we are well advanced with organising some specific Kart Eligibility training sessions. These sessions will be aimed specifically at those Kart Scrutineers with an interest in eligibility scrutineering – we realise that this doesn't account for everyone – and they aren't intended to be a complete replacement of the previous seminars. We will very shortly be sending email invitations to all Kart Scrutineers with registration instructions, venues and dates. We would encourage you to register as soon as possible as space may be limited. We will be hosting one session in the Bristol area and one in the East Midlands area, and each session will be hosted by technical representatives from MSA, TKM, Rotax, IAME and Honda.

