152, July 2018

MSA Governing Motor Sports in the UK

Bulletin

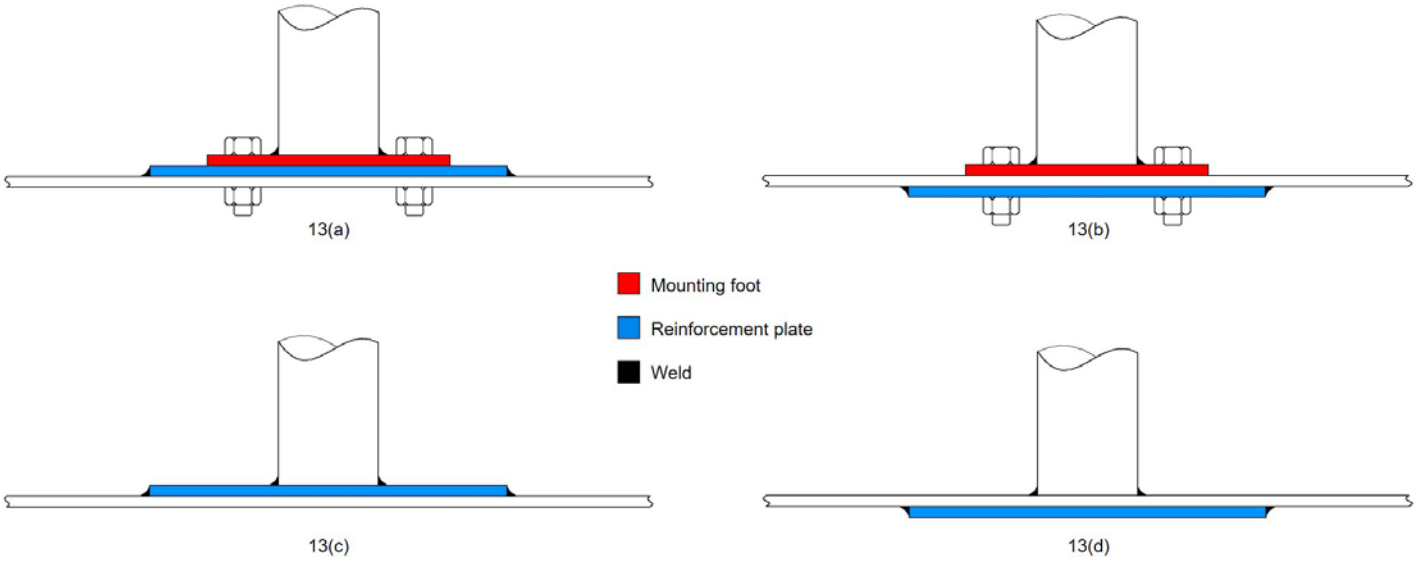
MSA SCRUTINEERS

ROPS mounting feet

You may recall that we wrote an article in the February 2018 edition of this *Bulletin* concerning welded fitment of ROPS, specifically requirements for feet and reinforcement plates. We subsequently advised in the next March 2018 edition that no action was to be taken on the initial article, whilst we took the opportunity to fully review the relevant regulations to ensure that those regulations and the real-world situation were satisfactorily aligned. This review has taken slightly longer than originally anticipated as we have been liaising with a number of parties – including the FIA and major ROPS manufacturers – however, relevant regulation amendments have now been published that should clarify the situation fully. The relevant amendments – effective immediately – can be found in the latest (July 2018) rule changes that can be viewed and downloaded from the MSA website at https://www.msauk.org/The-Sport/Regulations/Approved-Changes.

The amendment sets out to more clearly define how a ROPS should be mounted, initially dealing with a bolted fitment, with the inclusion of a mandatory reinforcement plate and mounting foot. It then goes on to confirm that the ROPS can alternatively be mounted by welding, with or without a mounting foot included. This last point is the key change, which now clearly defines that the ROPS tube may be welded directly to the reinforcement plate (or chassis if the reinforcement plate is on the underside).

There are new drawings under (K)13 (shown below) that have been included to add more clarity – and the regulations allow for a welded fitment in accordance with any of the four drawings (a)-(d). In the case of (a) and (b) the bolts need not be included if the fitment is fully welded (i.e. tube to foot and foot to reinforcement plate).



Dual standard helmets

It is becoming increasingly common for a helmet to have dual standards, normally this would be both a Snell and an FIA standard. For example, a helmet could be approved to both FIA 8860-2004 and Snell SA2005 standards. Where a helmet is approved to more than one standard, then as long as a minimum of one of those standards is valid then the helmet is acceptable.

So – to follow the same example as above – although the Snell SA2005 standard will expire at the end of 2018 the FIA 8860-2004 standard remains valid until the end of 2020, so such a helmet remains acceptable beyond 2018 – until that FIA standard expires at the end of 2020.

You do need to read the FIA label carefully to make sure it is one of the helmet standards listed in (K)10.3.1, as the FIA helmet standard label is very similar to the FIA 8858-2010 standard label (for non-8859/8860 helmets compatible with FHRs), which is not a helmet standard alone and requires an accompanying valid helmet standard, such as a Snell label.

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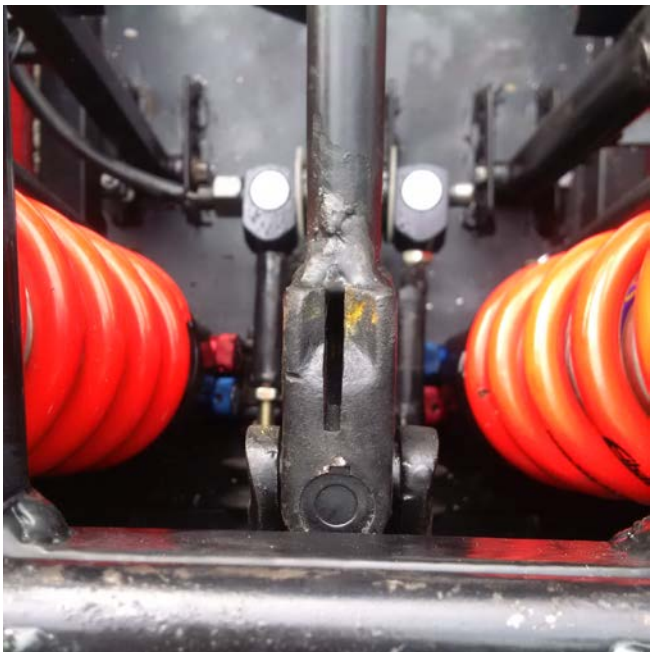
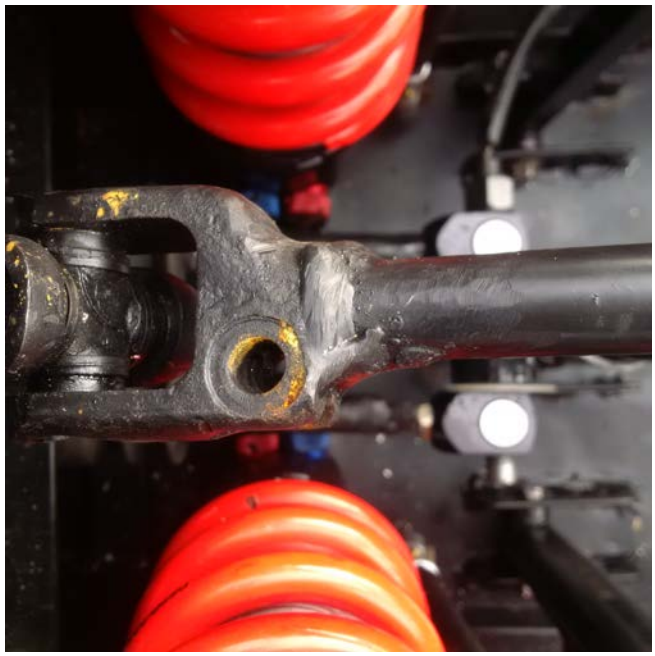
Steering column

We are constantly impressed by what our Scrutineers pick up during routine Scrutineering inspections! This example of a steering rack/column from a single seater was recently presented for scrutineering, the Scrutineer spotted that the steering shaft does not actually enter the Universal Joint, the connection is totally reliant on a weld between the joint and the shaft. As the Scrutineer points out this is not a good idea where you have a steel shaft and cast Universal Joint.

This is another good example of the potential issues that can be seen by just taking a general look over the vehicle during your routine scrutineering, the competitor can then be advised accordingly to rectify such issues.





FHR damage

The photo here was forwarded to us recently by a Scrutineer who was presented with this very obviously damaged *Simpson* FHR at pre-event scrutineering for a Cross Country event – with the previously applied MSA FHR sticker already removed and the 'void' markings clearly showing! When questioned, the navigator explained that the damage was caused by a running drive-belt when he had crawled under the vehicle during a previous event, after stopping on course and attempting to attempt to fix a steering issue. So – as the scrutineer pointed out – not only protecting the neck, but the back as well!

Needless to say, in this condition – with such damage to the webbing straps – this FHR is not suitable for use, and in this case the Scrutineer correctly impounded the item for the duration of the event and the competitor sought out an alternative. It was then returned at the end of the event, with the instruction that it should not reappear at an MSA event!

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Harness marking

Please remember that it is only the **left** shoulder strap of the harness that carries the FIA hologram and unique number (from the perspective of the wearer!). We are still receiving reports of harnesses being found with the hologram incorrectly on the right shoulder strap, in these cases the shoulder straps will have been installed the wrong way around! More worryingly however, we have received reports of Scrutineers incorrectly advising competitors to move the strap with the hologram to the right! So please remember **Label on the Left!**

It may also be useful to note that some of the harness manufacturers write or print a reference number on the homologation labels that are sewn into each harness strap. If you find a harness where the reference number is not consistent across all straps you can be pretty sure the harness is not a complete set.

The example shown here (right) is how *Willans* marks its labels. You cannot rely on all manufacturers doing this, but there is a reasonable chance that most will do something that makes it possible to identify a 'set'.

ROPS welding

The photos below were forwarded to us by a Scrutineer who came across this ROPS installed in a car, with the claim that the car has been used for three years with no mention of any concerns. Looking at the photos, you can see that there are incomplete welds in both locations, presumably where these members have been added with the ROPS in situ, and no effort has been made to weld where access is restricted. Regardless of the restriction of access, for any mandatory ROPS member, Scrutineers should be looking for complete full circumference welds of adequate quality.

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Fuel for Karting

We have had a few queries recently over fuel specifications relevant to Karting, in light of changes made this year to the specifications applied to other disciplines. The definition of Pump Fuel in section (B) now makes reference to FIA or CIK specification fuel (102 RON max.) in part (b) alongside the previous BS EN 228 specification (100 RON max.) in part (a). However, it is important to read the Pump Fuel definition in context alongside regulation (U)16.17, which declares that for Karting, fuel must be *"Pump Fuel as defined in Nomenclature and Definitions part (a)"* – i.e. 100 RON max.

There is the option in (U)16.17 for Championship Regulations to specify CIK specification fuel, however there is currently known to be only one long-circuit Championship that has utilised this allowance.

To summarise, unless CIK specification fuel is specified in the Championship Regulations, then the fuel requirements for Karting are the same as they have been in previous years.

Scrutineers at Kart meetings

We are aware of the pressures on Clubs and organisers, and have also had some Scrutineers advising us of overwhelming workloads at recent Kart meetings. Please remember – especially if you are the Chief Scrutineer responsible for organising the scrutineering team – that there are some basic minimum requirements relating to the number of scrutineers that should be present and the time that should be made available for scrutineering, see (G)7.1.6. & 7.2. Whilst we realise that it may not always be feasible to have a large enough team to exceed these requirements, the Chief should be aware of them and make every effort – in unison with the organising Club – to ensure that scrutineering can be carried out in timely and safe manner.

Kart axles

It has been a little while since we published an article concerning axle failures in Karting, but we do still receive reports from time-to-time of such occurrences. The photos here were forwarded to us following a recent Kart practice day, where this broken axle was handed over to the scrutineer. From the photos it appears to be typical of many other examples we have seen in the past, with the failure appearing to have manifested in the area where a number of grub screw indentations have been made around the axle. A reminder to competitors as they come through scrutineering of the importance of good axle maintenance and regular checks is worthwhile. If you do come across axle failures, please do continue to report them to the Technical Department, with photos such as these being a valuable addition to the report!