

IMPORTANT! Scrutineer seminar – Bristol – last chance!

We advised in the February edition of this *Bulletin* that the South West seminar venue had been changed from Exeter to Bristol in the hope that a move further North may prompt a greater take up for this event. The venue details are repeated below, and we still have plenty of room at this event so if you have not been able to make any of the other seminars and want to come to Bristol this is your last chance to let us know by emailing technical@msauk.org as soon as possible.

Saturday 11 March DoubleTree Hotel, Bradley Stoke, Bristol

If any Kart Scrutineers would like to attend the morning session – which is relevant to both Car and Kart Scrutineers – then please let us know. If we get enough interest from Kart Scrutineers we may be able to present a short eligibility session for you in the afternoon.

FIA Historic Database website

The FIA's new Historic Database website is constantly increasing the amount of data available. Although development continues and it is by no means complete, there is already a great deal of useful information readily available. The website has a searchable database of vehicle homologations, where the FIA homologation papers and other useful information about the individual vehicles can be viewed. The database also contains a number of period regulations for various formulae, events and championships, along with period copies of FIA Appendix J. It is being added to all the time with new homologations and regulations being uploaded, so it will continue to grow into a very useful resource.



The website can be found at:
<http://historicdb.fia.com/>.

FIA Safety website

There is a very useful area on the FIA website relating to safety, this is where you will find – amongst other things – useful bulletins detailing any amendments or changes to FIA safety equipment homologations. There is also lots of interesting and useful information on event and venue safety. It worth regularly checking this site for updates.

The website can be found at www.fia.com/safety.

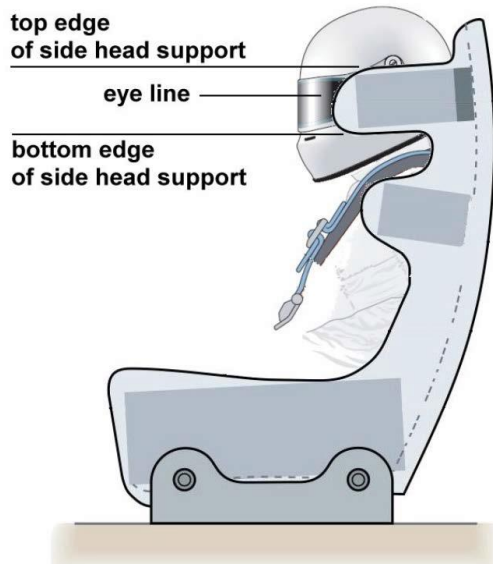
Single-seater ROPS guidance

As explained in last month's *Bulletin*, we have published an article concerning single-seater ROPS which is for general release and has also been published in the *MSA Extra!* newsletter. The full article can be found on the MSA website at www.msauk.org/Resource-Centre/Technical-Car or downloaded directly by clicking [here](#). We have also attached a copy of the article to the email that this *Bulletin* was sent out in. Please note that this article sets out the various requirements for single-seater ROPS depending on the specific car and the same information is freely available to all officials and competitors, so please use this as guidance for scrutineering of such cars.

MOT / NCT certificates

It is understood that some competitors from the Republic of Ireland are presenting rally cars at scrutineering without a valid NCT Certificate. MSA Regulations require all Stage Rally cars to have a valid MOT and this requirement equally applies to all cars from outside the UK, which have a valid equivalent national test where appropriate. Please ensure that all rally cars presented have a valid MOT or valid equivalent.

(R)46.1.2. Have registration documents and, where a car is required by law to have a certificate, a valid MOT Certificate where appropriate. These documents must be produced at scrutineering for all events, irrespective of whether or not part of the event takes place on the Public Highway.



FIA Advanced Racing seat installation

The following advice is specific to the use of seats to the FIA 8862-2009 Advanced Racing Seats standard, although some of the principles may be useful guidance for seats to the FIA 8855-1999 Competition Seat standard, particularly for such seats that incorporate 'wings'. The FIA 8862-2009 standard includes the following as information that the manufacturer must provide with the seat:

The driver should choose a seat that fits well. When seated in the normal racing position, the seat should support comfortably at the pelvis, shoulder and head as follows:

- *the eye line shall be below the top edge of the side head support and above the bottom edge of the side head support;*
- *the shoulder should fit within the side shoulder support of the seat;*
- *the pelvis should be adequately supported by the side pelvis support.*

These are important factors in the correct functioning of the whole seat in the event of an incident. If you come across an 8862-2009 standard seat, then this is something that can be quickly and simply checked visually, with the driver already seated, for example in an assembly area.

Seat homologation labels

Two examples this month of suspect seat homologation labels encountered by scrutineers. The first example – on the left – features two separate labels, neither of which comply with the FIA labelling requirements past or present. The larger label at the top details the homologation number, which correlates with the FIA list for a Recaro seat, however the style of label doesn't comply with the older FIA style as there is no manufacture date on it. The smaller label below is in German and gives a date of October 2013, which would mean that the seat should have a current style FIA homologation label with hologram affixed to it – which it doesn't.



The example on the right at first glance appears to comply with the older FIA style label. But remember that the use of this old style label ceased at the end of 2011, and with the 5-year life taken into account all seats with such a label will have now expired. So, the only case where you may still see such a label as valid is when the seat has had a 2-year extension granted by the manufacturer, which will be signified by an additional label, with the original label being retained untouched. Now note that in the example the manufacture date is indicated as February 2016 – a clear indication that this cannot be considered a genuine homologation label!

Fuel samples

During this year's seminars the topic of fuel sampling is one that has generated a fair bit of interest and welcome discussion. One of the points that has been reiterated, is the need for individual analysis samples to be a minimum of 1 litre each – remembering that if less than 3 litres in total is available, the competitor forfeits their right to retain a sample. One of the queries arising from this on more than one occasion at the various sessions is, how can a litre be accurately measured in the sample can without resorting to weighing, or more intricate methods? Whilst there isn't a simple answer, we have produced the following as guidance to ensure the minimum quantity is obtained. The sample can pictured here has been marked up on the outside to indicate the point that 1 litre of fluid reaches.



In the close up to the left, you can see that the 1 litre line sits just below the engraved manufacturers writing on the rear of the can, for reference it is around 8mm below this writing. We would suggest that it would be good practice to ensure that the can is filled to the level of the writing, so that it can be certain that the required 1 litre is present.

If you wish to weigh the fuel, and have the facility to do so, then remember that the density of petrol equates to 0.74kg for 1 litre.

Another query raised at the seminars was what are the rough costs of fuel testing, so that appropriate funds can be requested if – for example – the test is due to a protest from another competitor? We are able to provide the following estimated costs depending on the type of test required. The most common component that is looked at in fuel tests is the Research Octane Number (RON), and note also that the cost of testing the RON is dependent on the whether it is above or below 100, so if the test is on fuel such as FIA spec. at 102 max., then the higher costs will need to be used. Remember that the Club or protestor will only pay the costs if the test shows the fuel to be legal, so if the fuel is meant to be below 100 RON, then only the lower price needs to be put forward. The competitor pays all costs if the test shows the fuel to be illegal and so will need to pay the higher costs if the result is over 100 RON in this example.

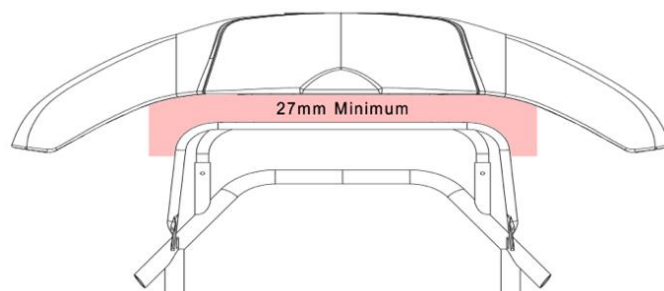
Motor Octane Number (MON):	£200
Research Octane Number (RON):	£185 (<100) / £340 (>100)
Oxygen %:	£50

We have only given estimated costs here for the components quoted in the MSA Yearbook, it is important that the type of test required is clearly established as a "full" test to all of the components declared in the British Standard will cost easily a few thousand pounds!

Front bumper reminder

As we are now into March, the new regulations concerning dismountable front fairing fitment in Junior and Senior non-gearbox kart classes are now in force. This means that the 27mm gap as highlighted in previous editions of this *Bulletin* is now a regulatory requirement. A simple 27mm gauge can be used to quickly and simply check karts before they go out on track to ensure that they are competing in a compliant configuration.

Remember that there is a useful information sheet concerning the changes, which is available at www.msauk.org/KartTech, and can also be directly downloaded [here](#).



Rotax update

Please be aware that there is a new amendment to the Rotax FR125 engine homologation fiche, which provides some additional information concerning the potential for different finishing on the needle jet atomiser. The full fiche, including this additional information (appendix 58) can be downloaded from www.msauk.org/KartTech.