



### Snell M2005 helmet

The Helmet pictured below was picked up during Scrutineering at a recent event. An MSA-approved Helmet Sticker had previously been applied but, upon inspection, it was found to be a Snell M2005 standard helmet. Please remember that M2005 is a motorcycle standard and is not acceptable under MSA Regulations. Acceptable Snell standards will be prefixed SA (or K, CMR or CMS for Kart Specific helmets) and be printed on an orange label (Blue, Red or Grey for Kart), not the bronze/brown label as shown below.



### FIA Homologated Overalls

For International Competition overalls are required to be homologated to FIA 8856-2000. For NATIONAL events in some disciplines overalls homologated by the FIA to the 1986 standard remain acceptable. These overalls are not lifed and you may therefore come across overalls manufactured in the late 1980s. The material does not deteriorate with age, so as long as the overalls remain in good order and the Regulations accommodate such overalls, there is no issue. For many years the FIA homologation logo and details have been embroidered on the collar of the garment. Many of the overalls manufactured early on, for example in the late '80s, had these details embroidered onto the sewn-in belt. They remain acceptable, but make sure to check that there is no sign of the belt having been re-stitched!

### Stage Rally Car Rear Wings

We continue regularly to come across vehicles in Stage Rallying – particularly on log book applications – fitted with rear aerodynamic devices that do not comply with (J)5.2.7. The Regulation states that they may only be fitted if they are FIA homologated or in compliance with national type approval. Remember that this refers to genuine parts, not replicas or copies.

It is the competitor's responsibility to prove the origins of the part, but you would expect a type-approved manufacturer's part to bear the manufacturer's part number, and a genuine FIA homologated part will have the homologation number stamped into it.

The example to the right is a car that recently came in for log-booking; checks revealed that the design did not match that appearing on the homologation papers.





### Images for Competition Car Log Books

The image within a CCLB must be one of that car as inspected and ready for competition. If the vehicle livery is changed, for example a white car being re-sprayed blue, then a new image is required. All that is necessary is to advise the owner to send the CCLB with a new image to the MSA so that records can be updated etc. It is appropriate to put a note in the CCLB to confirm that a new image is required. If the car remains the same colour but has had advertising decals added, this does not mean a new image is required. Decals come and go, sometimes event by event. Thus if it is a white car, remains a white car but is now carrying a few decals, the original image remains acceptable.

On the same subject, the image produced for the competition car log book must be an image of that car and not of another car that is, for all intents and purposes, identical. Please take care in checking the chassis numbers/VIN numbers so that you are reasonably sure that the car is the vehicle detailed on the V5, which should always be made available to you for checking. A number of police forces and enforcement agencies are increasingly taking interest in VIN numbers etc. as part of their efforts to reduce car crime.

### ROPS fitted to Historic Cars

Tyres have been used as an example in clarifying (K)1.6.1 to emphasise the fact that, for the ROPS shown on the vehicle's Historic Technical Passport to be acceptable, the vehicle has to be in compliance with the specification detailed within those papers. This was not a good example, for while there may be maximum sizes detailed, tyre specification is not generally detailed on HTPs and the same car may have totally different tyres depending on what type of competition it is being used for.

The following is a better example: if the HTP details that the engine is fitted with a single carburettor and, when the vehicle is presented for scrutineering, it is fitted with twin carburettors, it is no longer in compliance with the HTP specification. Thus the "HTP" ROPS is no longer acceptable and the vehicle must be equipped with an "MSA Yearbook" ROPS if it is to participate.

### Trainee Scrutineer Seminars

Thank you to all those who took the time to respond to the August Bulletin item regarding proposed Trainee Scrutineer Seminars. We are pleased to confirm that these will be going ahead on two dates towards the end of the year. We will write to all Trainee Scrutineer licence holders individually and will email all those who expressed an interest from last month's bulletin with further details of the events. We hope that all mentors will encourage their trainees to attend.

### Tyre Marking

We have been made aware of an instance in which a scrutineer had marked a competitor's wheel with permanent marker; understandably the competitor was rather aggrieved to have his nice and shiny wheel permanently marked. Remember to respect competitors' property; permanently marking any component or piece of equipment without their consent could amount to criminal damage. When tyre marking, only mark the actual tyre itself or, if the rim must also be marked, use sealing paint or any other substance that can easily be removed after the event.

### ROPS Diagonal

It has been brought to our attention that the wording in (K)1.6.1 is causing confusion, since it refers to a compulsory diagonal member. This does not mean that a diagonal member is compulsory for all cages; it refers to the fitment only where a diagonal member is compulsory within the specific discipline or vehicle regulations.

### Security of hoses

Generally speaking, hoses that carry fluid under pressure are reasonably secure, but where hoses are not under pressure – such as breather hoses venting into the atmosphere – they are often only push-fitted onto a pipe. These have pulled off in a number of incidents, which in turn can result in fluid spillage. This is particularly so if there is a fuel tank breather that has a non-return valve. Once the hose is pulled off the tank, fuel can simply flow from the pipe. On a similar subject, we have seen all sorts of pipe and hose installations that, while perhaps neat and tidy, have not incorporated any 'slack'. Thus any distortion of the vehicle structure either ruptures a hose or pulls a joint apart. Please keep an eye open and advise competitors accordingly.



### Steering Wheel Quick Release Hubs

We have had reports of steering wheel quick release hubs manufactured by 'Sadev' cracking. This equipment is thought to be fitted to a variety of cars, including some single-make racing car formulas. The crack is propagated in the corner of the flange to which the steering wheel is bolted. Although we understand there has been a product recall, it is worth keeping a wary eye open for such cracking, irrespective of the identity of the manufacturer.

