



Technical Statement Driver Safety Equipment 31st May 2017 Version 1.1 FINAL (E&OE)

Introduction

- An alarming number of driver safety items that do not conform to the ORCi/BriSCA F2 safety requirements have been observed in the early part of the 2017 season.
- The primary aim of pre-meeting safety checks is to ensure that both the driver and car are safe to race, and where possible mitigate the risks of competing in a dangerous sport.
- Scrutineers are not intent on failing items, but if they cannot be certain that an item conforms to the required safety standards, then they will not permit a driver to use it – as per the rules. Their primary concern is to make sure drivers and the public are kept as safe as possible.
- This statement is intended to remind drivers of the requirements for personal safety equipment, and offer some guidance for drivers purchasing items.

Gloves

- Gloves **must** be flame resistant and **clearly marked** with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.
- Karting gloves do not meet the flame resistant criteria, and will **not** be marked as conforming to SFI, FIA or equivalent standards.
- Scrutineers **will** fail gloves that have worn through, or have holes through which the driver's hand/fingers can be seen. Such holes will clearly not offer the required protection against heat and flame/fire.

Helmets

- The full list of permitted helmet standards can be found on page 96 of the 2017 BriSCA F2 rulebook under section 901.1
- Helmets **must** conform to one of the permitted standards.
- Polycarbonate shell (plastic) helmets are **not permitted**.
- Drivers should choose carefully when purchasing a new helmet, ensuring that any item meets the documented standards. False claims may be made on some Internet trading sites, and therefore drivers are advised to inspect a helmet before purchase, and check specifications on manufacturers' own websites.
- It is worth highlighting that the American U.S. DOT standard for motorcycle helmets is **not permitted** for UK/European oval racing under ORCi/BriSCA F2 rules.

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Race-Suits / Overalls

- Race-Suits/Overalls **must** be flame resistant and **clearly marked** with an appropriate SFI, FIA or equivalent standard, or the manufacturer’s statement of protection.
- Karting suits do not meet the flame resistant criteria required for oval racing and are **not permitted**.
- Some confusion is evident amongst drivers in relation to the FIA markings on race-suits.
- The following example shows a standard marking from an FIA approved OMP racing suit:



Permitted

On this label, the FIA logo can clearly be seen, along with the 8856-2000 standard. This standard denotes the suit meets the FIA flame protection standards, and is therefore **permitted** under ORCi rules.

- The following examples show standard markings from two Karting suit manufacturers:



NOT Permitted



NOT Permitted

In both cases, these are Level 2 Karting suits (denoted by “Niveau 2”), however, that simply means that they provide better protection for Kart racing than Level 1 suits. It does **not** mean that they are flame resistant and suitable for oval racing. Although the markings state CIK-FIA, this **does not mean** they are FIA compliant for car racing; CIK-FIA is the “Commission Internationale de Karting”, a branch of the FIA that deals exclusively with Karting, not cars.

Race suits bearing these, or similar CIK-FIA markings are **not permitted** under ORCi rules.

- Ends -