

# Minimum Safety Standards.....



1. **NO FLAMMABLE SYNTHETIC/COTTON CLOTHING TO BE WORN. i.e. COTTON T-SHIRTS, UNDERWEAR OR COTTON SOCKS. All seatbelts, restraints, apparel etc, must have Certification Tags attached by manufacturer.**
2. **UNDERWEAR:** It is compulsory to wear underwear that covers the complete body neck to ankles and be SFI 3.3 rating or better. Including Gloves
3. **BALACLAVA:** must cover the mouth and nostrils to prevent inhalation of flames and be made of a flame resistant material i.e. Nomex or Wool and be of SFI standard 3.3 or better.
4. **BOOTS:** to be made of leather or fireproof material and must cover the ankles and high enough to permit coverage of driving suit cuffs. Boots made of fire retardant material must be of SFI Standard 3.3 or FAI 8856-200 or above.
5. **DRIVING SUITS:** the wearing of an approved driving suit is compulsory for all competitors at all times during wheel packing, practice, time trials and racing. Appropriately only certified ONE PIECE driving suits will be acceptable. Each suit must comply with one of the following standards: SF1 3.2 A/1, FIA 8856-200 or higher and must be of a suitable standard i.e. no rips or tears and no fading in material.
6. **GLASSES:** glasses or spectacles are to be made of an impact resistant material and must not shatter on impact.
7. **HELMETS:** the wearing of an approved helmet is COMPULSORY at all times during wheel packing, practice, time trials and racing. Each helmet must be of FULL face type and NO OPEN FACE types. Helmets must meet standard SNELL 2005 or later, SFI 3.2 A/5 (or later). Helmets used in any competition that meets the above standards WILL be checked for compliance prior to race meeting starting and must be in good condition. The helmet of any competitor involved in a serious accident or rollover will have his/her helmets inspected by the Chief Steward or his agent. If the helmet is deemed to be damaged either visible internal or external cracks, the chin straps will be cut and the helmet deemed never to be used again. Painting of helmets will be accepted providing the manufactures instructions have been strictly adhered to and the onus of proof lies with the competitor. Repaired or altered helmets from the manufacturer's standard will not be accepted.
8. **NECK RESTRAINTS:**  
**Division Classification:**  
**A:** Sprint car, 360 Wingless, Speed car & Litre Cars  
**B:** All other divisions  
**Division Minimum Requirements:**  
**A:** An approved Head & Neck Restraint with an SFI rating of 38.1 or better  
**B:** A Horse Collar manufactured with approved Fire Retardant Material

## Minimum Safety Standards cont.....



9. **RACING SEATS:** all cars are to have a purpose built racing seat(s) fitted i.e. no passenger car bucket seats will be allowed under any circumstances. All seats are preferably to be of aluminium in construction and must be of a wrap around type with support to the hips and rib sections and be mounted to the roll cage of the car – NOT TO FLOOR. However, professionally constructed fibreglass seats are acceptable.  
  
**Aluminium seats** are to be of an approved type and must only have holes to mount seat securely and for the seat belts to protrude. ALL SEATS MUST HAVE GROMMET MATERIAL PLACED AROUND ANY OPENING WHERE A SEAT BELT MAY PROTRUDE THROUGH. All seats to be bolted securely in place with a minimum of four (4) 5/16" bolts. If mounting bolts pass through a single layer area of seat, reinforcing of the area with a minimum of 1" x .062" steel washer is required. Protruding bolts are to be padded.
10. **SEAT BELTS: FIVE or SIX POINTS COMPULSORY:** seat belts are to be of a minimum 5 point harness and not be less than 75mm in width except for the crotch strap which is to be not less than 50mm wide. Must meet SFI 16 rating or better. Seat configuration should consist of 2 shoulder belts and 2 anti submarine belts across the hips with the crotch strap being either a single or a dual belt design and must be mounted securely with high tensile bolts and nylock nuts with spring washers. Lever Latch Style only.
11. **ARM RESTRAINTS ARE MANDATORY FOR ALL DIVISIONS WITH AN OPEN COCKPIT, ALL OTHER DIVISIONS REQUIRE A WINDOW NET OR ARM RESTRAINTS.**
12. **ALL OPEN WHEEL CLASSES ARE TO HAVE A RIGHT HAND HEAD RESTRAINT (WELDED OR BOLTED ON), ENCAPSULATING SEAT OR HEAD NET.**
13. **ARM RESTRAINTS:** while the use of a window net or head net is not mandatory (depending on your racing division), the use of an arm restraint in conjunction with a window net or head net may be compulsory or optional depending on your racing division. We are advised that the optimum position for the wearing of arm restraints is 75mm below the elbow and the inner end is the first attachment to the lap buckle. The length of the restraint is adjusted to ensure that the hand remains inside the car at all times, while still allowing ready access to controls, visor and belts. Check that the arm restraint belts cannot foul the seat latch. To ensure that the arm restraint stays in place, restraint loop can be provided in the sleeve of the driving suit.  
Refer Attachment 1.

# Minimum Safety Standards cont.....

Attachment 1.

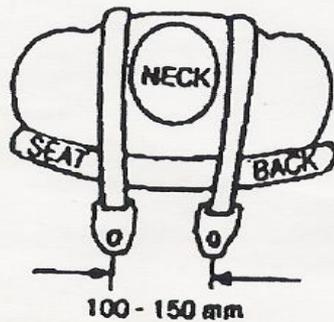


Fig. 2 (i)

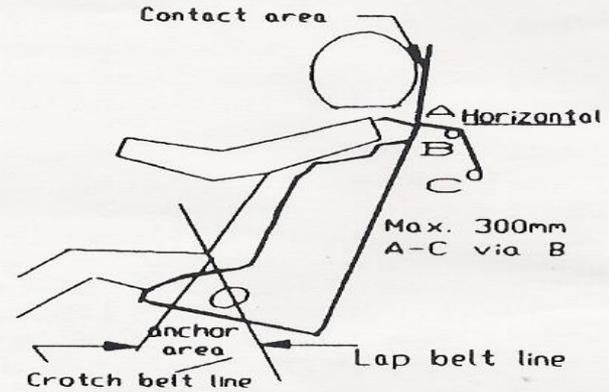
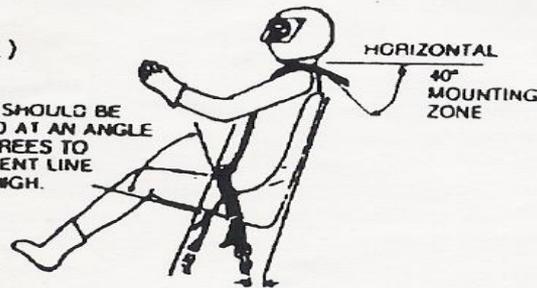


Fig. 2 (ii)

(i)

LAP BELT SHOULD BE INSTALLED AT AN ANGLE 45-55 DEGREES TO THE TANGENT LINE OF THE THIGH.

CROTCH STRAP SHOULD BE ANCHORED IN LINE WITH THE CHEST



THE SEAT BELT ANCHOR SHOULD BE 65mm FORWARD OF THE BACK LINE OF THE DRIVER.



(ii)

5 POINT SYSTEM

SEAT BELTS SHOULD BE ANCHORED APART THE SAME DISTANCE AS THE DRIVER IS WIDE. MOUNTING BRACKETS SHOULD BE ANGLED THE SAME DIRECTION AS BELT PULL AND NOT TILTED IN OR OUT

(iv)

## Minimum Safety Standards cont.....



### Extremely Important Harness System Information

Most of all G-Force supplied seat belts meet or exceed SFI-16 specification: Useful life of webbing in the best conditions should not exceed two years and it is highly recommended that it be replaced at or before that time. If involved in an accident or fire, or if webbing shows wear or abuse, then it should be replaced or returned to the manufacturer for inspection. All metal hardware should not be welded on, bend or straightened or modified in any way. Seat belts should not be exposed to excessive heat, gasoline, solvents, or anything that could degrade or damage them. It is very important that the user should inspect seat belts before each and every use. Seat belts are manufactured for off-road use only. Seat belts should always be used as a complete set (lap belt, shoulder harness and crotch strap).

#### Important Notice

Seat belt webbing is designed to stretch up to 20% of it's total length to help absorb impact. Your body also stretches in an impact. Be sure to have adequate clearance for the driver from the steering wheel, rollbars and other impact areas in the vehicle. Pad those areas where the driver may experience unavoidable contact as a result of an accident. **WARNING:** Seat belts are not D.O.T approved and should not be used for street use).

### Installation Instructions

**Harness sets are designed for the use with a sub-strap. Use of harness sets without sub-strap can cause serious injuries !**

The sub-strap holds the harness buckle in place over the pelvis area and helps prevent the driver from sliding down in the seat.

The Pelvis area can withstand 5000 lbs of load before serious injury where the abdominal area can withstand only 800 lbs of load so it is very important that the harness remains in the proper location.

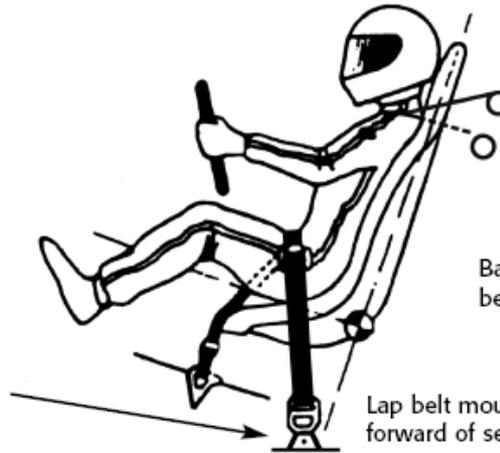
**Seat belt installation instructions are general guidelines only.** Refer Attachment 2. Please refer to the installation requirements of the sanctioning body you are racing under or consult a professional engineer for your particular application.

## Minimum Safety Standards cont.....



Attachment 2.

Floor mount hardware on the ends of the lap belt that attaches your belt assembly to the floor must be mounted in a vertical position. When using this type of hardware for any reason, shoulder harnesses or belts must be mounted vertically. Seat belts are not to be mounted to sheetmetal, but to frame, rollcage or factory seatbelt mounting points.

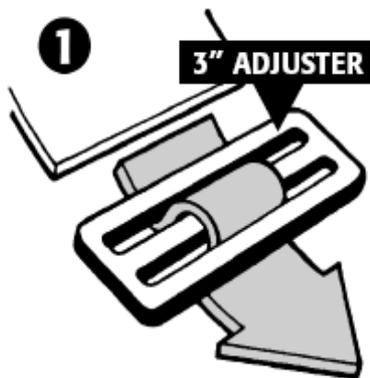


Shoulder harness should not be anchored more than 1"–4" below shoulder height.

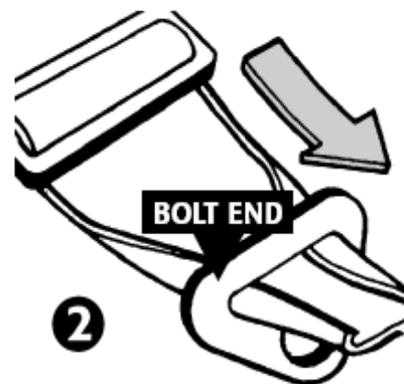
Mounting below this height may cause additional spinal compression.

Back of an aluminum seat should be braced for support.

Lap belt mounting point is 2.5" forward of seat/back intersection.



1 Lace webbing through adjuster for lap and shoulder belts.



2 Fold both edges of webbing to center in order to pass through bolt end.



3 Slide webbing through or around hardware.



4 Lace webbing back through adjuster to lock webbing in place.

## Minimum Safety Standards cont.....



***Please Note:*** *these safety standards are minimum standards only and **DO NOT** apply to Motorcycles, Lawnmowers or Speedway Karts.*

*Some divisions may already exceed these minimum standards, in which case this booklet is to be used as a guide only.*

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