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# SAFETY

Section: S

## SECTION S - SAFETY EQUIPMENT

### S1 - SAFETY EQUIPMENT

- S1 Rules in this Section are managed by the Directors in conjunction with the Personal Safety Committee.
- S1-1 **Approved Safety Component**  
An Approved Safety Component will be any component described in the "S3 Personal Safety" section, and must be "SNZ approved". Any component required to be "SNZ approved" must be submitted to the SNZ Office for approval. A record of approved components will be available from the SNZ office

### S2 - TRACK SAFETY EQUIPMENT

#### S2-1 FIRST AID

At all meetings and practices, the following must be provided:-

- (a) A paramedic that has authority to practice as an Intermediate Life Support Paramedic (ILS) in addition to a First Responder or Primary Care Officer.
- (b) An ambulance that meets the NZ Standard: NZS 8156:2008
- (c) Any attending medical crew must be able to verify their qualifications to the track steward. Consideration must be given by the track promotion for events with increased competitor numbers.

#### S2-2 SAFETY EQUIPMENT

##### S2-2-1 **Infield Equipment**

At all Motorcycle only meetings and practices, the following must be provided:-

- (a) An efficient crash crew and vehicle equipped with auxiliary fire fighting equipment to go to the aid of a competitor in difficulty. All fire extinguishing equipment must meet servicing and certification requirements.
- (b) Fire extinguishers to be located on the infield to include:-
  - (i) Two 9kg Dry Powder extinguishers (ABE Type)
  - (ii) One 3kg Carbon Dioxide type extinguisher
  - (iii) One 20 litre water vessel or water extinguisher
  - (iv) At least two 9-litre Foam AFFF Extinguishers
- (c) Other equipment stationed on the infield/Crash truck to include:-
  - (i) tools/wrecking gear
  - (ii) A safety spotlight (night events only)
- (d) The crash crew is to be in position on the infield during all races, with the engine running.

##### S2-2-2 **Pit Area Equipment**

- (a) At all meetings and practices, the following extinguishers must be provided at a central position in the Pit Area
  - (i) One 9kg Dry Powder extinguisher
  - (ii) One 3kg Carbon Dioxide type extinguisher
- (b) These extinguishers are to be mounted on a distinctively marked panel, with free access to all drivers, pit crews and officials from at least 15 minutes before the commencement of the meeting/practice.
- (c) All competing vehicles to carry their own fire extinguisher as part of their "pit area" equipment. Compliance will be verified at green sheeting

##### S2-2-3 **Infield Equipment**

At all four wheel meetings and practices, the following must be provided:-

- (a) An efficient crash crew and vehicle equipped with auxiliary fire fighting equipment to go to the aid of a competitor in difficulty. All fire extinguishing equipment must meet servicing and certification requirements.
- (b) Fire extinguishers to be located on the infield to include:-
  - (i) A minimum of four 9kg Dry Powder extinguishers (ABE Type)
  - (ii) One 3kg Carbon Dioxide type extinguisher
  - (iii) A minimum of one 50 litre water vessel or water extinguisher
  - (iv) A minimum of four 9-litre Foam AFFF Extinguishers
- (c) Other equipment stationed on the infield/Crash truck to include:-

- (i) tools/wrecking gear
  - (ii) A safety spotlight (night events only)
  - (iii) Suitable cutting gear
  - (d) The crash crew is to be in position on the infield during all races, with the engine running.
- S2-2-4 **Pit Area Equipment (Four wheel meetings)**
- (a) At all meetings and practices, the following extinguishers must be provided at a central position in the Pit Area
    - (i) A minimum of two 9kg Dry Powder extinguisher
    - (ii) A minimum of two 9-litre Foam AFFF Extinguishers
  - (b) These extinguishers are to be mounted on a distinctively marked panel, with free access to all drivers, pit crews and officials from at least 15 minutes before the commencement of the meeting/practice.
  - (c) All competing vehicles to carry their own fire extinguisher as part of their "pit area" equipment. Compliance will be verified at green sheeting
- S2-2-5 Inspection of Equipment
- The Steward is responsible for inspecting the firefighting and protective equipment prior to the commencement of the meeting.

### S3 - PROTECTIVE CLOTHING AND SAFETY EQUIPMENT

IN ALL RACES AND OFFICIAL PRACTICES THE FOLLOWING PROTECTIVE CLOTHING MUST BE WORN:

- (a) It is the responsibility of the Competitor to ascertain the effectiveness of personal safety equipment. Each competitor is expected to investigate and educate themselves with the effectiveness and availability of personal safety equipment.
- (b) Any inspection of such equipment by an official or volunteer will not transfer this responsibility.

#### S3-1 HELMETS

- S3-1-1 Competitors must wear an approved Helmet, at all times on the track. Exception: Grand Parades, Rule M3-11.
- S3-1-2 The competitor must wear the helmet in accordance with the directions provided by the helmet manufacturer and/or supplier.
- S3-1-3 Competitors surname must be on the helmet and must be of a minimum size of 12mm letters to be printed on both sides of the helmet.
- S3-1-4 *The following guidelines are recommended for children's helmets:-*
  - (a) For 6 to 11 years olds, the helmet weight should not exceed 1,100g or 1,200g if configured with face shields.
  - (b) For 12 to 15 years old, the helmet weight should not exceed 1,250g or 1,350g if configured with face shields.

#### S3-2 MINIMUM HELMET STANDARDS

- S3-2-1 **Solo and Sidecar**
  - (a) AS/NZS: 1698:2006
  - (b) Europe: ECE 22-04 or 22-05, 'P', 'NP' or 'J'.  
The ECE mark also consists of a circle surrounding the letter E followed by the distinguishing number of the country which has granted approval



- (c) Japan: JIS T 8133:2000 (see sample below left)
- (d) USA: SNELL M2000 or M2005 (see sample below right)



### S3-2-2 **Stockcar, Superstock, Super Saloon, Saloon, Production Saloon, Youth Saloon, Streetstock, Modified Sprint, Adult Ministock, Youth Ministock Classes.**

- Snell Standard SA2005, SA2010, SA2015, SAH2010 or SAH2015 and labelled as such (below top left).
- SFI Foundation 31.1 (Open face) or 31.2 (Closed face) or 24.1 (Youth classes) and labelled as such (below top right).
- British Standards Institute (BSI) BS6658-85 type A/FR (below bottom right). Not valid after 1 September 2016.
- FIA Standard 8860 & 8858 (below bottom left)



### S3-2-3 **Open Wheel and Modified Classes**

The following standards or greater are acceptable to Open Wheel and Modified classes.

- Snell Standard SA2000 (not valid after 1 September 2016), SA2005, SA2010, SA2015, SAH2010 or SAH2015 and labelled as such (above top left).
- SFI Foundation 31.1 (Open face) or 31.2 (Closed face) or 24.1 (Youth classes) and labeled as such (above top right).
- British Standards Institute (BSI) BS6658-85 type A/FR (below right). Not valid after 1 September 2016.
- FIA Standard 8860 & 8858 (above, below left).

## S3-3 HELMET FIT AND ATTACHMENTS

- Helmets manufactured to standards other than those approved can only be used in competition after approval by SNZ. It is not SNZ's duty to provide helmet approval from other competent authorities. This is up to the competitor or distributor.
- Each competitor will be required to prove good fit of their helmet.
- All helmets, regardless of approved marks, must provide temple protection (commonly known as 'Jet' or 'Open Face' or 'Full Face').
- Helmet peaks, if worn, must be of flexible material attached by press studs, straps, plastic screws, or tape.
  - The peak must be capable of being torn from the helmet in the event of an accident.
  - Helmets provided with metal screw attachments as original will be accepted, as well as metal screw replacements, provided the original mounting in the helmet is not modified in any way.
- Face shields must be of a flexible plastic or moulded material.
  - Perspex face shields are not permitted.
- No helmet will be drilled, screwed or taped other than as per original manufacture, or helmet manufacturers instructions.
 

The competitor is required to provide proof that it is a helmet manufacturers instruction.
- Polycarbonate helmets that have been painted are banned from use in competition.

## S3-4 CARE OF HELMETS

- Make sure your helmet is not subject to solvents or fuel in storage or transport to and from and during meetings.
- Solvents of any kind must not be used to clean your helmet - use soap and water.
- Any sticker should only be placed on a helmet by using the adhesive provided on the sticker.
- Do not place your helmet where it can be subject to sunlight, e.g. car windows, etc.
- SNZ strongly recommends on advice from manufacturers that you do not use a helmet more than three years.
- Make sure your helmet is not dropped, or subjected to abuse in any way. If this happens have it re-examined by a qualified person or replace it.

### S3-5 GOOGLES AND FACE SHIELDS

- (a) Goggles or face shields must be worn by all competitors.
- (b) The lenses of goggles must be made of non-splinterable material such as safety glass or flexible plastic.
- (c) Face shields must be of a flexible material, and the use of metal or rigid plastic (perspex) face shields is not permitted.

### S3-6 DENTURES

All drivers are advised to remove dentures before racing in an event.

### S3-7 BODY AND FACIAL PIERCINGS

All drivers shall remove any body and facial piercings before racing. All drivers shall remove any body and facial piercings before racing.

### S3-8 CLOTHING

- (a) All vehicle owners, drivers and pit crew must wear suitable attire in the pits and on the track to the satisfaction of the Clerk of the Course.
  - (b) Nylon Banned: The wearing of nylon jackets or overalls by any competitor, pusher or pit crew is not permitted. The competitor must also ensure he does not wear nylon underwear, shoes or socks.
  - (c) Shoes or boots must be worn. Bare feet, sandals, jandals or such like will not be permitted. This also applies to pit crew.
- S3-8-1 **Solo/Sidecar**  
 All competitors, including sidecar passengers must wear:
- (a) leather jackets, leather trousers, leather knee boots, and leather gloves or other suitable protective clothing, i.e. Kevlar. The shoulders, elbows, hip joints and knees must be padded with at least a double layer of leather, similar or protective pads. Vinyl type suits and/or Motocross style protective clothing is acceptable, but must include full body armour providing protection to the chest/kidney and body areas as mentioned. Motorcross style top and pants must under/overlap and if not attached together, an under garment (which may be part of the armour) long enough to avoid exposing the body must be worn
  - (b) Skid shoes or metal slippers to be in good order, and binding to be leather strap at least 19mm wide and 2.4mm thick, with buckles in good order (Scrutineers to inspect regularly).
  - (c) Two-piece leathers must be attached together, that is pants and jacket by zips or domes.
  - (d) A back protector which is either commercially manufactured or an integral part of the jacket/suit/body armour must be worn and extend the full length of the back from collar to base of the spine
  - (e) Boots constructed of leather or other material of similar or greater durability, but not rubber, and must provide ankle and calf protection and under/overlap the suit or trousers when the rider is in the normal riding position. Sidecar riders and passengers may wear "ankle boots" which must cover at least the ankles and be of the mentioned construction.
  - (f) Long hair must be securely restrained.
- S3-8-2 **Open Wheel Sections and Modifieds**
- (a) All drivers must wear full-length long sleeve Proban, Nomex blend (or material possessing the same protection rating) protective clothing with close fitting fronts, cuffs and ankles that meets one of the following standards:
    - (i) FIA8856-2000 or Norme 1986 Standard
    - (ii) SFI Spec 3.2(A)
    - (iii) ISO 6940
  - (b) Approved protective underwear is compulsory for Single layer suits.
  - (c) Driver Accessories: The various items that complement a driver's suit to protect the wearer are compulsory. This covers gloves, underclothing, hoods, socks, shoes, boots, helmet supports, arm restraints that meet one of the following standards:
    - (i) FIA8856-2000 or Norme 1986 Standard
    - (ii) SFI Spec 3.3
    - (iii) ISO 6940
  - (d) If two-piece overalls are worn, they must be attached together, that is pants and jacket by zips or domes.

- (e) The wearing of flame retardant gloves while driving in competition and practices is compulsory.
  - (f) Gloves manufactured of flame resistant material and arm restraints are compulsory.
  - (g) Balaclava – made of fire retardant material, must be worn and tucked into the neck line of the race suit.
  - (h) Footwear (shoes and socks) of Fire retardant material and that completely enclose the foot and cover the ankles must be worn. Socks made from 100% wool are approved.
  - (i) The use of an approved head restraint device and/or a neck collar is compulsory.
- S3-8-3 Superstocks, Stockcars, Streetstocks, Ministocks, Super Saloons, Saloons, Production Saloons and Local Classes
- (a) All drivers to wear full length, long sleeve Proban, Nomex blend (or material possessing the same protection rating), clothing with close fitting front, cuffs and ankles that meets one of the following standards:
    - (i) FIA8856-2000 or Norme 1986 Standard
    - (ii) SFI Spec 3.2(A)
    - (iii) ISO 6940
  - (b) Approved protective underwear is compulsory for Single layer suits.
  - (c) Driver Accessories: The various items that complement a driver's suit to protect the wearer are compulsory. This covers gloves, underclothing, hoods, socks, shoes, boots, helmet supports, that meet one of the following standards:
    - (i) FIA8856-2000 or Norme 1986 Standard
    - (ii) SFI Spec 3.3
    - (iii) ISO 6940
  - (d) If two-piece overalls are worn, they must be attached together, that is pants and jacket by zips or domes.
  - (e) All Superstock, Stockcar and Streetstock drivers to wear an approved, neck brace while driving in competition and practice.
  - (f) Footwear (shoes and socks) of Fire retardant material and that completely enclose the foot and cover the ankles must be worn.
    - (i) Standard leather upper work boots with an AS/NZS Safety Standard are approved for Stockcars, Superstocks, Streetstocks, & Ministocks.
    - (ii) Socks made from 100% wool are approved.

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### S3-9 OPEN WHEEL CLASSES: HEAD AND NECK RESTRAINT

The use of an approved head restraint device is compulsory in TQ Midgets, Midgets, Sprintcars and Minisprints.

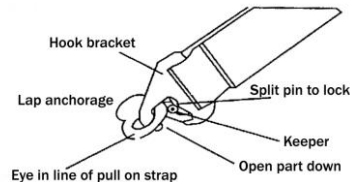
- (a) Systems compliant to FIA standard 8858-2002 and 8858-2012 or SFI standard 38.1 are the only devices authorised.  
Note: SFI 38.1 devices must be recertified for use every 5 years by an approved re-certifier.
- (b) All devices requiring Tether Posts shall be worn with a compliant helmet bearing one of the following standard markings or higher:
  - (i) FIA: 8860 & 8858
  - (ii) SFI : 31.1 or 24.1
  - (iii) Snell: SA 2005, SA2010, SA2015, SAH 2010 & SAH2015.
  - (iv) British Standard: BS 6658-85 A/FR (not valid after 1 September 2016).

## S4 - SAFETY HARNESSSES AND RESTRAINTS

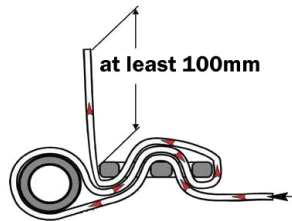
If a driver unclips their seatbelt during a competition they are deemed to have retired from the race and cannot resume racing.

### S4-1 LATCH LEVER COVERS

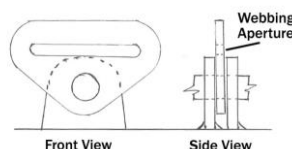
- S4-1-1 When arm restraints are worn with a restraint system that utilises a "latch lever", a protective cover installed to prevent the arm restraint from accidentally releasing the latch lever is permissible.
- S4-1-2 Such covers must only be fitted where entirely practical. The cover must not hinder the quick release mechanism whatsoever.
- S4-1-3 The cover, if fitted must be made from Velcro type material, if the self-attaching properties of the Velcro become worn the material must be renewed. The Velcro cover must not be able to enter the webbing adjustment metal clamp.
- S4-1-4 **Snap in Mountings**  
Where eye bolts are permitted, eyebolt must be fully into mounting, no back spacers permitted. The angle of approach to the webbing must be in line with the eye bolt ring as per diagram (below).



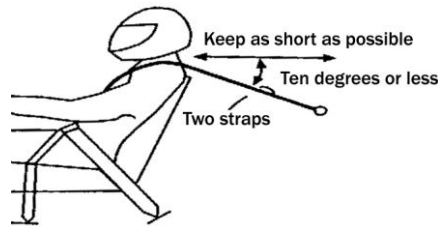
- S4-1-5 **Wrap Around Mountings**
- Seatbelt webbing may be wrapped around the safety roll cage, or wrapped around a separate reinforcement bar 25mm minimum diameter.
  - The 'bar' may be solid or pipe and must be at 90 degrees to the line of the webbing.
  - Wrap around type mounts must terminate in a 3-bar slider attachment, threaded to manufacturer's instructions.
  - The 3-bar slider to be outside and clear of the seat and as close to the structure as possible.
  - Note: SFI Seat belt specification 16.5 does not permit wrap around mountings for the lap belt.



- S4-1-6 On fabricated vehicles and OEM (Streetstock and Production Saloon) vehicles the seat belt buckles must be bolted to either of the following:
- The structure of the vehicle. In OEM vehicles, permitted reinforcing of the structure of the vehicle is deemed as any plate or RHS 3mm minimum thickness, welded at least two sides.
  - Mounting plates 8mm thickness with corners rounded.
  - Between two mounting plates 5mm minimum thickness with rounded corners. Plates to be spaced to allow the belt mounting hardware to move freely between them (see diagram above).
  - Minimum distance between seat belt mounting hole and unsupported or open edge of structure or mounting plate is 25mm.
  - All seat belt buckles must be self aligning.
  - Seat belt buckle mounting bolts minimum 10mm diameter.



- S4-1-7 Shoulder belts must be directed towards the rear, directed downwards with an angle of between 1° and 10° to the horizontal from the top of the shoulder as below.



## S4-2 OPEN WHEEL CLASSES AND MODIFIEDS

- S4-2-1 **Side Head Nets**  
The use of side head nets on the right and left-hand side of the vehicle is optional.
- This restraint if fitted must be of webbing type material i.e. Jager, Simpson or similar.
  - These side head nets must not be manufactured of any elastic type material.
  - Midgets only: All cars to be fitted with roll cage nets on both the left and right sides of the roll cage.
    - All roll cage nets must conform to SFI Specification 37.1, which specifies a functional quick release opening mechanism.
    - The life of roll cage nets shall not exceed two (2) years.
    - Caution should be used when positioning head restraining nets to be certain that the driver's head cannot get under the net in case of an accident. The bottom of the roll cage net should be as close to the top of the shoulder as possible.
    - Roll cage side head nets are not required when an approved full containment seat is utilised.
- S4-2-2 **Arm Restraints:** Arm Restraints must be worn in all forms of practice and competition. It will be up to the individual competitor to see the arm restraints are fitted to the safety harness in such a way that the arm restraints cannot release the safety harness.
- S4-2-3 **Seats and Seat Belts**
- S4-2-4 Approved aluminum and composite seats may be used, no fibreglass. Seats must be mounted with minimum of 4 x 6mm high tensile bolts and fender washers.
- S4-2-5 It is mandatory that all cars have a headrest of high impact, shock-absorbing material behind the driver's head with a minimum thickness of 25mm.
- S4-2-6 Seat belts must meet the following specification:
- SFI 16.5, SFI 16.1 or
  - FIA homologated standard 8853/98 or 8854/98, and  
Must be within label expiry date or two years from date of manufacturer, or earlier at the discretion of an inspecting official.
- S4-2-7 The same date of manufacture must be indicated on all three SFI labels
- at the left lap belt
  - at the left shoulder harness and
  - at the Anti-Sub Strap.
- The label date to be recorded on CVI sheet.
- S4-2-8 Seat belts and seats must be installed and used in accordance with manufacturer's instructions. Note that SNZ Approved full containment seat fitting instructions are available from SNZ.
- S4-2-9 The belts length must be anchored within 250mm of the back of the seat, or pass through guides within 250mm of the back of the seat. The mounting points or guides must be no more than 150mm apart with their centre point 90 degrees to the seat back. Where the shoulder belts pass through the seat the edges must be rolled or have grommets fitted to prevent chafing or cutting of the belt material.
- S4-2-10 The seat belt must be worn correctly at all times when vehicle is in motion.
- S4-2-11 Crotch belt or sub-belts anchoring point to provide a direct pull from the quick release mechanism.
- S4-2-12 The lap and crotch strap should not pass over the sides of the seat but through the seat, in order to wrap and hold the pelvic region over the greatest possible surface. The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen.
- S4-2-13 Holes may be made in the seat if this proves to be necessary in order to avoid such an occurrence.
- S4-2-14 Seat belts must not pass over sharp edges, at any point where the belt passes through the sides of the seat, the seat edges must be rolled and or have grommets to prevent chafing or cutting of the belt material. Seat belts showing signs of chafing against sharp edges must be rejected.



S4-2-15 Under no circumstances may seat belts be secured to the seat.

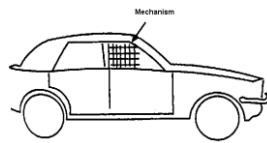
S4-2-16 **Method of Application**

- (a) Carefully affix arm restraint webbing over tongue of lap belt buckle and assemble remaining buckles.
- (b) Tighten the lap seat belt; be certain that it comes across the pelvic area.
- (c) Adjust crutch belt with light tension on latch lever buckle assembly
- (d) Tighten the shoulder harness to the desired tension.

### S4-3 SUPER SALOONS, SALOONS, PRODUCTION SALOONS, SUPERSTOCKS, STOCKCARS, STREETSTOCKS AND MINISTOCKS

S4-3-1 **Window Net**

Super Saloons, Saloons and Streetstocks must be fitted with a window net on driver's side or driver to wear arm restraints (See Section S4-1 and S4-2-2) Where safety nets are used they must be of approved "Simpson" type design with opening release mechanism to be in the top front. (Refer Diagram). The window net must be up and latched while racing or practising.



S4-4 **Seats and Seatbelts**

S4-4-1 The vehicle must be fitted with an approved, quick release, full harness safety belt, fitted as per the manufactures instructions. A full harness consists of 5 belts, 2 lap belts of 75mm minimum width, 2 shoulder belts of 75mm minimum width, plus 1 crutch belt 45mm minimum width. When using an approved head and neck support device, the minimum width of the shoulder belt is 50mm.

S4-4-2 Safety Harness must display dated certification label of manufacturer and must meet SFI standard 16.1, 16.5 or FIA homologated standard 8853/98. This date to be recorded on vehicle green sheet.

S4-4-3 Stockcars and Superstocks: Seat Belts to be within five years from date of manufacture, or earlier at discretion of inspecting official.

S4-4-4 Other classes: Seat Belts to be within five years from date of manufacture, or earlier at discretion of inspecting official.

S4-4-5 The same date of manufacture must be indicated on all three SFI labels

- (a) at the left lap belt
- (b) at the left shoulder harness and
- (c) at the Anti-Sub Strap.

The label date to be recorded on CVI sheet.

S4-4-6 Seat belts and seats must be installed and used in accordance with manufacturer's instructions.

S4-4-7 Where SNZ Approved Full Containment Seats are permitted, SNZ approved seats fitting instructions are available from SNZ and must be fully complied with.

S4-4-8 The belts length must be anchored within 250mm of the back of the seat, or pass through guides within 250mm of the back of the seat. The mounting points or guides must be no more than 150mm apart with their centre point 90 degrees to the seat back. Where the shoulder belts pass through the seat the edges must be rolled or have grommets fitted to prevent chafing or cutting of the belt material.

S4-4-9 The seat belt must be worn correctly at all times when vehicle is in motion (the exception being the grand parades - not hot laps).

S4-4-10 Crutch belt or sub-belts anchoring point to provide a direct pull from the quick release mechanism.

S4-4-11 The lap and crutch strap should pass over the sides of the seat or through the seat, in order to wrap and hold the pelvic region over the greatest possible surface.

S4-4-12 The lap straps must fit tightly in the bend between the pelvic crest and the upper thigh. Under no conditions must they be worn over the region of the abdomen.

S4-4-13 Holes may be made in the seat if this proves to be necessary in order to avoid such an occurrence. Seat belts must not pass over sharp edges, at any point where the belt passes through the sides of the seat, the seat edges must be rolled and/or have grommets to prevent chaffing or cutting of the belt material.

S4-4-14 Seat belts showing signs of chaffing against sharp edges must be rejected.

S4-4-15 Under no circumstances may seat belts be secured to the seat.

S4-4-16 **Method of Application**

- (a) First tighten the lap seat belt, be certain that it comes across the pelvic area.

- (b) Adjust crutch belt with light tension on centre buckle assembly.
- (c) Tighten the shoulder harness to the desired tension.
- (d) Be certain that all mounting buckles are in alignment.

## S5 - SOUND

- S5-1 No vehicles shall exceed 95 dba. Measured from 25 metres on the infield from pole line on fastest part of straight with meter held not less than 1 metre above ground.
- S5-2 The Steward is responsible for ensuring that no vehicle exceeds the sound level.