GENERAL REQUIREMENTS FOR CARS AND DRIVERS

Schedule D - Apparel

I. HEADGEAR

A helmet is compulsory in the following events (including where these activities form part of a Touring Road Event):

- A Circuit Race
- A Speed Event
- A Special Stage Rally (other than liaison/transport sections)
- A Non-Special Stage Rally (other than liaison/transport sections)
- An Off Road Event
- Each other event where **a** helmet is required by the event regulations

In a superkart race, it is compulsory for each driver to wear a full-face helmet.

A helmet bearing an approval to one or more of the following standards is approved for use in each of the above events and each other event where a helmet is required and the event is not entered on the FIA International Sporting Calendar:

AS1698	**Australian standard**
Snell SA95, SA2000, SA2005	**USA standard**
SFI Spec 31.1, 31.2, 31.1A, 31.2A	**USA standard**
SFI Spec 24.1 - see Note (i)(d)	**USA standard**
E22 (with 03, 04 or 05 amendments)	**European standard**
BS 6658-85 Type A and A/FR (incl. amendments)	**British standard**
8860-2004	**FIA standard**

In addition to the above, for Superkart races only, helmets bearing the Snell M2000 or M2005 standard are approved for use.

NOTES:

(i)(a) Each helmet permitted for an event entered on the FIA international sporting calendar, or an event organised under the authority of an ASN other than CAMS, must be specified in FIA Technical List 25 (see *www.fia.com*).

(b) Other than as provided in this regulation, and then only for the purpose of fitting anchorage points for the attachment of an approved head restraint device, no helmet may be modified from its specification as manufactured except in compliance with instructions approved by the manufacturer and one of the standards organisations listed above, which certified the model concerned. Without limiting the generality of this prohibition, it is nevertheless permissible to fit anchorage points for the attachment of approved head restraint devices to helmets complying with the following standards: Snell SA95, 2000 and 2005; SFI Spec 31.1, 31.2, 31.1A and 32.2A; BS 6658-85 Type A and A/FR; and FIA 8860-2004.

(c) The fitment of tether posts for a HANS® device and anchorage points for other approved head restraint devices must be carried out strictly in accordance with the restraint manufacturer's fitting instructions and any guidelines published by the helmet manufacturer. Any holes drilled for the fitment of anchorage points must fall outside the impact test area defined by the relevant helmet standard.

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(d) SFI 24.1 helmets may be used only by Junior Licence holders as defined under "General Regulations of CAMS" in the CAMS Manual of Motor Sport).

(ii) The FIA has advised that communication systems in helmets must have been tested with that model of helmet for standard assessment. Any subsequent additions or modifications to facilitate communication or breathing devices may invalidate helmet certification.

(iii) Decoration of helmets is potentially dangerous, and members are warned of the hazard of using paint on approved helmets. Paint, stickers and transfers, or surface treatments can react with helmet shell material and affect its protective capacity; therefore, where a manufacturer provides guidelines or restrictions on the painting or decoration of helmets, these must be followed, using only paint or surface treatment specified

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by them (eg, air drying acrylic, polyurethane enamel or others) and preferably a painter having their approval. This is particularly important for injection-moulded shells which are not usually suitable for painting.

The shell being painted should be efficiently masked as paint penetrating the interior can affect the performance of the helmet liner.

Paints requiring heat curing should not be used and any process should not exceed the maximum temperature of conditioning of the helmet in the standard to which it is approved.

The manufacturer's instructions should also be consulted for any considerations on the use of stickers and transfers.

(iv) Competitors are cautioned against using a helmet which has been damaged or involved in accident.

2. GOGGLES

Goggles or visors must be worn by drivers of open cars. Those with glass lenses of any kind are not acceptable. Lenses shall be of a plastic material, with high-impact resistance, satisfactory optical qualities and complying with Australian Standard Specification AS 1609-1981, BS4110Z or equivalent international standard.

NOTE: Goggles must be configured so as to minimise the entry of dust into the eye from any angle, and be positively retained by an elastic strap behind the head or helmet. Conventional-style glasses are not acceptable.

3. CLOTHING

(a) Circuit Races:

(i) **Drivers:** In each circuit race and practice therefore, each driver shall be required to wear overalls homologated to the FIA 1986 standard, or FIA 8856-2000 standard, as well as socks, shoes and gloves which respect the design parameters set out in those standards.

Note: The wearing of apparel, including underwear and a balaclava complying with the 8856-2000 Standard is mandatory in any event entered onto the International Calendar and is strongly recommended for each other event.

(ii) **Pit Crew:** Each person working on automobiles in the pit or paddock area must **at least** wear shoes and socks, ~~neck to ankle covering~~ **short pants**, and ~~at least~~ a short-sleeved shirt. On race day, each pit crew must be neatly attired. The Promoter is authorised to refuse entry to the pit area of any person unsuitably attired.

In a circuit race where a refuelling operation is permitted, each person involved in such operation or who is working within one metre of the refuelling or venting point must be attired in the following:

- One-piece overalls of flame-resistant materials extending from neck to wrists to ankles. Where such overalls consist of a single layer of material, separate flame-resistant underwear extending from neck to wrists to ankles must also be worn.
- A flame-resistant balaclava which covers the entire head and neck save for one or two eye openings, unless a helmet providing a similar

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level of protection is worn.

- Goggles which cover all exposed areas of skin not covered by the balaclava, or a full face helmet and visor.
- Shoes of leather or other flame-resistant materials which completely cover the feet and which fit closely around the ankle to minimise the ingress of spilt fuel. The soles must be resistant to fuel.
- Those directly handling fuel shall require socks and gloves which comply with the requirements of the FIA 1986 or 8856-2000 standard.

(b) Superkart Races and Practice:

In each superkart race and practice, each driver must wear:

- a one- or two-piece abrasive-resistant race suit which is securely fastened at the wrists and ankles, and at the waist on two-piece suits.

  In each 250cc class, the suit must be of leather.

  For each other class, the material may be leather, Cordura®, Cordulon® or equivalent;
- footwear, securely fastened which covers and protects the ankles;
- abrasive-resistant gloves that cover and protect the hands and wrists (including the fingers).

Note: A superkart driver may wear appropriate wet weather clothing in addition to that specified. It is recommended that acoustic ear plugs be worn.

(c) Rally:

(i) **Special Stage Rallies (State level* or higher):**

During each special stage, at minimum each crew member is required to wear:

- A one-piece driving suit, made from a flame retardant material;
- a separate balaclava, t-shirt, underwear and socks, each made from a material complying with ISO 15025:2000 or ISO 6940, or alternatively of cotton or wool;
- flame-retardant gloves (a co-driver is exempted from this requirement), complying with current FIA standards or from materials compliant with ISO 6940;
- boots complying with current FIA standards, boots the upper portions of which are made from materials compliant with ISO 6940 or alternatively boots which incorporate a full leather upper.

  The use of flame-retardant apparel which has been homologated to the FIA 8856-2000 standard is strongly recommended.

  * **Note:** Where a State level series is not run, this regulation shall instead apply to the highest status Club or Multi-Club rally series run in that State.

(ii) **Australian Rally Championship & Tarmac Rally Events:**

In addition to (i) above, during each special stage, each crew member is required to wear socks and boots complying with the FIA 8856-2000 standard.

(iii) **Special Stage and Non-Special Stage Rallies not covered by (i) above:**

During each competitive section, each crew member is required to wear clothing

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from ankles to neck to wrists. Clothing of flammable synthetic material, such as nylon, is not acceptable. The use of apparel complying with (i) above and/or which has been homologated to the FIA 8856-2000 standard is strongly recommended.

(iv) **Touring Road Events:**

For a Touring Road Event, each crew member is required to comply with the provisions of the relevant sub-event requirements; of the equivalent status (refer NCR 15, and the Touring Road Event Standing Regulations).

(v) **Other Road Events:**

For each Touring Assembly and the like which does not involve competitive driving, clothing appropriate for the conditions likely to be experienced and which is in line with community standards, shall be worn.

(d) Off Road Events:

During any Off Road competition, each crew member is required to wear:

- a one-piece driving suit made from flame-retardant material. Alternatively, a specific exemption may be provided for an individual to wear a two-piece suit complying with an appropriate SFI Standard upon application to the Australian Off Road Commission. In each such case evidence of any exemption granted must be provided at scrutiny and upon request from the event organiser;
- boots complying with current FIA standards, the upper portions of which are made from materials compliant with ISO 6940, or alternatively boots which incorporate a full leather upper;
- socks made from materials complying with ISO 15025:2000 or ISO 6940, or alternatively of cotton or wool.

It is recommended that a separate balaclava, t-shirt and underwear all made from a material complying with ISO 15025:2000 or ISO 6940, or alternatively of cotton or wool, be worn.

(e) Speed Events:

In a speed event, clothing for each driver must extend from ankles to neck to wrists. Clothing and footwear of flammable synthetic material, such as nylon, is not acceptable.

(f) General:

Each Event: Apparel must be worn as the manufacturer intended. No driver shall participate in any competition unless wearing suitable and appropriate footwear. Prohibited are, for example, thongs, sandals and high-heeled shoes.

Each driver shall continue to comply with the requirement of NCR 141 until such time as they leave their automobile.

Badges and embroidery: The attachment of badges and use of embroidery on competitor's overalls can have a detrimental effect on the protection afforded by the garment.

(i) **Badges:** For apparel complying to the FIA 8856-2000 Standard, it is mandatory that all badges attached to the garment have a flame-resistant backing, and be attached only with flame-resistant thread to the outer layer of the garment only. For all garments

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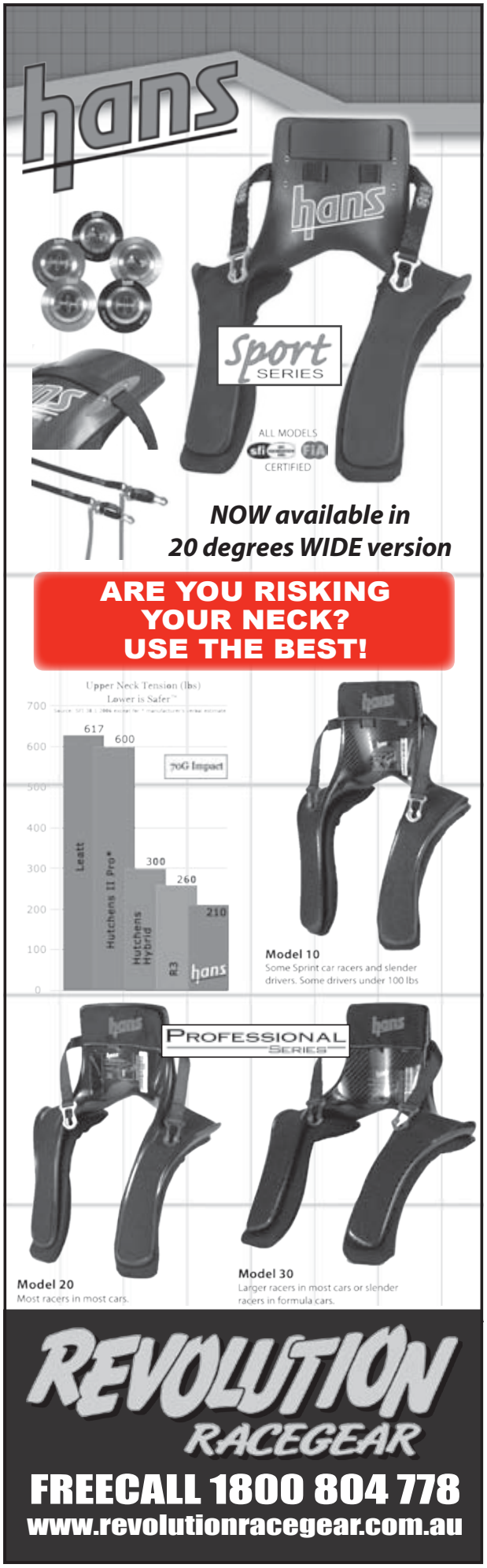
the number and size of badges should be kept to the minimum required to meet commercial and regulatory obligations.

(ii) **Embroidery:** For apparel complying to the FIA 8856-2000 Standard, it is mandatory that all embroidery be done using flame-resistant thread. Embroidery is only permitted to the outer layer of the garment. This is strongly recommended for all apparel.

~~4. HEAD RESTRAINTS~~

~~Where a head restraint device is specified as mandatory, only a head restraint device complying to SFI Standard 38.1, or the FIA 8858 standard shall be used. It must be fitted and used in compliance with the instructions provided by the restraint manufacturer, and with the prescriptions of the present Schedule.~~



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