



2021 TECHNICAL REGULATIONS

Grand Prix Midgets (GPM) Technical Regulations

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(Items highlighted in red are changes from the 2020 regulations, re-worded or clarified)

1.0. Engine

1.1. Any 4 cylinder 4 stroke production car engine may be used from the approved engine list. Or any 4 cylinder 4 stroke production car engine approved by the Board of Control (BOC). (Approved engine list will be made available by the BOC).

1.2. Maximum capacity permitted is 1427cc including repair sizes.

1.3. Two camshafts may be used. Camshafts are free, valve springs are free.

1.4. Multi-valve heads may be used and **must match the cylinder block being used. i.e., 1400cc head with a 1400cc block.**

No BDA heads permitted. **(When using multi-valve heads, a specification sheet must be produced at any time, during a race meeting upon request, describing in detail the credentials of the type of head used.)**

1.5. Strictly no porting or polishing is allowed on multi-valve heads, although the inlet manifold may be matched to the head.

1.6. Valves must remain standard on multi-valve heads for the particular model used. Replacement valves if used, must be of the original size on 16 valve heads. The use of rim flow valves is not permitted.

1.7. When using multi-valve heads, there must be 32mm (1 1/4") restrictors between the carburettors and the head. This must be available for checking at any time.

1.8. Any other method of normal aspiration is permitted.

1.9. Fuel injection is NOT permitted.

1.10. Only roadside pump petrol can be used, with a maximum octane rating of 101. Valve lubricant is allowed.

1.11. No special mixes or methanol blends, nitrous oxide or octane boosters are permitted.

1.12. Engines must self-start.

1.13. No part of the carburettor will be outside the protective nerf bar.

2.0. Transmission & Final Drive

- 2.1. Only rear wheel drive is permitted.
- 2.2. Differentials may be free, locked or limited slip.
- 2.3. Motor cycle type roller chain is NOT permitted.
- 2.4. Flexible band or toothed belt or Hydro chain must be fully enclosed in a substantial casing. This must be to the Technical officer / scrutineer's satisfaction.
- 2.5. Operative clutch and reverse gear are mandatory.
- 2.6. Gearboxes / transaxles are free but must be manually operated. Paddle shift or electronic mechanisms are NOT permitted.
- 2.7 All prop shafts are to have a minimum of one hoop or guard surrounding it.

3.0. Chassis

3.1. Dimensions:

Maximum overall length 3300mm (130")

Maximum overall width 1675mm (66")

Maximum wheelbase 2085mm (82")

Minimum wheelbase 1676mm (66")

3.2. A welded steel tube frame is normal but a monocoque chassis permitted.

3.3. All cars of space frame type chassis will have a minimum of two longitudinal chassis rails of minimum 25mm X 1.6mm (1" X 16g) square or round tubing (Rails to be one either side of the cockpit.)

3.4. The cockpit side rails must be a minimum of 150mm (6") above the seat **base** (when uncompressed). No part of the driver's seat shall extend rearward further than a line level with the back edge of the rear tyre. Bodywork must be secure and completely cover the chassis forward of the roll cage and the sides from the rear arch of the roll cage forward.

3.5. Considerable triangulation is required in construction for safety and handling.

3.6. A metal firewall must be fitted between the engine and the driver, where it is impractical to fit a full fire wall, it may be advisable to fit a plumbed in fire extinguisher system. A fuel collection tray must be fitted under the carburetors and fuel lines. It must be fitted in such a way that any leaking or excess fuel will be collected and drained away from the engine, driver and chassis. A drain tube to below chassis level is recommended. It is recommended that a heat proof shield is also fitted between the exhaust system and the driver. It is recommended that a substantial reinforcement is used between the driver and the flywheel clutch area of the power unit, in case of explosion.

3.7. A deformable structure in front of the driver's feet is MANDATORY. This may be a specially constructed disposable section, or an integral part designed. Allowing it to collapse progressively, absorbing some of the impact energy, in the event of a frontal collision before damage occurs within the drivers compartment or foot well. A substantial bulkhead must be installed between the driver's foot well and the deformable area to protect the driver's feet.

3.8. The nose cone must be made of a deformable structure, and where tubing or box section is used it must be of a thickness less than the chassis tubing. If the nose cone is shaped to a point, the front must be no less than 150mm (6") wide in a horizontal direction and have a bend in the tubing to allow it to collapse on impact. If straight tubing is used it must be no less than the width of the chassis.

3.9 Cars built after 2014 must have a minimum height of 230mm (9") from the floor to any cross member (or any object) for a distance of a minimum of 450mm (18") from the pedals rearward. To allow easy egress without the driver bending their feet.

4.0. Roll Cages

4.1. 32mm x 2mm (1 1/4" x 14g) round steel tube with 510mm (20") maximum unsupported length. There must be fore and aft bracing to the rear arch of a minimum of 19mm (3/4") tube, attached at a minimum of 3/4 rear arch height (measured from the top chassis rail) and attached at the equivalent distance of 1/2 rear arch height along the top chassis rail. A diagonal cross brace, minimum 19mm (3/4") must be incorporated in the rear arch between the top of the arch and a point level with the top chassis rail.

OR 38mm x 1.6mm (1 1/2" x 16g) steel round tube with 585mm (23") maximum unsupported length. A diagonal cross brace of minimum 16mm (5/8") must be incorporated in the rear arch between the top of the arch and a point level with the top chassis rail.

4.2. A substantial "A" frame may be used instead of a diagonal cross brace. All bracing and diagonals must be symmetrical about the centre line of the car where practical.

4.3. Round steel tube only for roll cage. Fore / aft and diagonal bracing may be round or square tube. If welded in, fore or aft brace will bar engine removal, this bracing may be bolted in using minimum 8mm (5/16") high tensile bolts and lock nuts, preferably in double shear.

4.4. All space frame type chassis are to have the roll cage attached directly to the chassis rails of a minimum 25mm x 1.6mm (1" x 16g).

4.5. No part of the driver's body whilst in the normal driving position shall be outside the side "plane" of the roll cage.

4.6. A side deflector bar will be fitted. This must be made of 25mm x 1.6mm (1" x 16g) tubing and must be a minimum height of 535mm (21") from the ground whilst on a level surface. It must be fitted from the back to the front of the roll cage on the left hand side of the car.

4.7. There must be minimum distance of 100mm (4") between the top of the driver's helmet and the top plane of the roll cage.

4.8. The seat must be securely fitted to the chassis using at least 4 high tensile bolts, with a minimum size of M8.

The middle of the driver's seat must be within 250mm (10") and must be parallel to the centre line of the car, not the centre line of the chassis (± 1 degree). Looking from the rear the seat must be mounted vertically in relation to the chassis.

(10 degree angle allowance removed on safety grounds) Unless a driver can provide sufficient evidence from the harness and seat manufacturer that angled seat and harness installations meet the following:

- *Harness installation meets the required installation guidelines from the manufacturer and meets homologation requirements.*
- *Seat installation meets the required installation and safety standards of the manufacturer.*

4.9. (GP Midget cars built prior to 1996)

These cars may alter existing cages as follows to comply with the above regulations. To comply with 32mm x 2mm (1 ¼" x 14g) option but to have bracing of a minimum of 25mm x 1.5mm (1" x 16g) tube to meet with the Technical officer's guidance and approval.

Fore and aft bracing may be crossed over, in a symmetrical pattern, if cross bracing or "A" frame bracing in the rear arch is impractical.

Any existing car that needs extensive repairs to the roll cage or which has extensive modifications to the roll cage (not including modification in accordance with the above specifications) must comply with the roll cage specification in their entirety.

5.0. Suspension

5.1. Some form of suspension is compulsory, allowing a minimum travel (compression and rebound) of 75mm (3") at each wheel.

5.2. Dampers to be single adjustable units only.

5.3. Solid or compressed rubber bush type suspension is NOT permitted.

5.4. No four wheel steer systems allowed.

5.5. All axles which are not inside the main chassis to be tethered to the chassis or be within an attached frame work of at least chassis dimensions.

5.6. Tethers will be mandatory on all independently suspended wheels. The tether shall wrap around chassis frame and bolt to the hub. The tether to be a minimum of 3mm steel cable.

6.0 Wheels & Tyres

6.1. Racing and competition tyres are not restricted, with the exception of studded tyres or any form of detachable grip enhancer (chains) are NOT permitted.

6.2. The maximum width of the tyre to be 250mm (10") as stated on the tyre wall by the manufacturer.

6.3. Tyre stagger is permitted side to side

6.4. Types of wheels are free but should be strong enough for oval racing. Banded type steel wheels are permitted. All types of wheels should be regularly checked for cracking, paying special attention the hub fitting.

6.5. Wheel balance weights should be of stick on type mounted within the rim. Edge fitting clip on weights are NOT permitted.

6.6. Centre lock wheels MUST have locking pins, safety clips fitted.

6.7. Wet weather tyres must be used during a wet race. The most senior committee member present on the day will deem whether an event is declared a wet race, or on the advice from the promotion on the day.

7.0. Protective (Nerf) Bars

- 7.1. Some form of side protection bars protecting the rear wheels is MANDATORY.
- 7.2. Side protection nerf bars must be lightweight construction, be no wider than the outside edge of the tyres, while in a straight ahead position and be at a height of approximately the wheel centre.
- 7.3. There should be no sharp edges on bar work and all tube ends are to be filled in /rounded off.
- 7.4. Although there is no rule on a mandatory rear protection bar, it is extremely recommended to have one fitted.

8.0. Fuel Tanks & Systems

- 8.1. A metal or approved type bag tank of not more than 18 litres (4 gallons) may be fitted. Where a metal tank is fitted it must be properly secured within the main chassis frame the car or in a sub-frame of at least equal strength to the main chassis of the car with a suitable clearance acceptable to the scrutineer, with a recommended clearance of 75mm (3") all around the tank itself.
- 8.2. A positive action fuel tap must be fitted within easy reach of the driver, whilst in the driving position is MANDATORY. It must be clearly marked, and the method of operation clearly indicated.
- 8.3. Fuel hoses or pipes may be metal or rubber and must be fitted with clips at all joints, even if the pipe appears tight.
- 8.4. All fuel lines must be adequately protected from any rotating or moving parts when passing through the cockpit area.
- 8.5. All fuel lines must be maintained in good condition and replaced at the first sign of fraying (where applicable) or deterioration.
- 8.6. Fuel tanks must be fitted with a working non return valve. Fitted to either the breather pipe or screw on cap.

9.0. Electrics

9.1. All batteries must be secured to the chassis within the main frame, or in a substantial sub-frame or cage.

9.2. The top of the battery must be covered with a rubber or similar anti corrosive material. A gel type battery is recommended.

9.3. A master switch clearly marked and easily operated by the driver whilst in the normal driving position, must be fitted. It should be connected into the earth side of the electrical system.

9.4. A wet weather light must be fitted and working for when conditions demand. A single rear light with a diameter of not less than 50mm (2") and a minimum of 21 watt bulb must be fitted. Or a suitable LED may be used.

9.5. An "AMB" trans X 260 (or similar) transponder must be fitted. It must be a minimum of 300mm (12") back from the middle of the front suspension arm.

9.6. All drivers must use a receiver and be able to hear the radio transmissions.

9.7. A brake light must be fitted to all cars, separate to the rain light, and be activated when the brakes are applied.

10.0. Braking Systems

10.1. A brake caliper must be fitted and operate on each of the four wheels of the car.

10.2. Dual circuit hydraulic systems are MANDATORY and must be capable of locking up all four wheels.

10.3. No device of any kind should be fitted to the braking system to enable a brake caliper to be completely disabled.

11.0. Seat Belts

All seat belt rules should mirror those specified in the ORCi Safety Equipment Specification Regulations, may be updated on the grounds of safety at any time by the ORCi. *(Please see "ORCi Safety Equipment Specification Regulations" below for more information)*

11.1. A minimum of 75mm (3") wide safety shoulder belts with 50mm (2") wide lap straps and 40mm (1 3/4") sub-strap. This must be a full 5 point buckle release harness (including NASCAR type) and must be fitted and bolted to the floor and / or roll cage. Shoulder belts with a sternum protection latch are highly recommended.

11.2. All seat belt straps must be protected from fraying through rubbing on sharp edges and maintained in a clean and secure condition at all times.

11.3. The shoulder straps must have an effective mounting height of between 25mm (1") and 150mm (6") below shoulder height of the driver.

11.4. The ORCi recommend that an extra bar is fitted to the roll cage behind the driver's seat approximately 100mm (4") below shoulder height of the driver. Your seat belts may be fitted to this bar. The bar is to be of roll cage specification.

11.5. All safety harnesses must be in date, according to the manufacturer guidelines. They must also display the appropriate dates and homologation information on the harness and be clearly visible on inspection. Information on harnesses may include; date of manufacture, valid from dates and valid to dates.

12.0. General Safety

12.1. A 90mm (3 1/2") hole is to be located in any bodywork enclosing the engine and / or fuel tank, pumps and carbs to provide fire extinguisher access to each such point.

12.2. Fire extinguishers are advisory in the race car. If fitted, they must be in a tube with a spring clip top and bolted into the car.

12.3. The tow vehicle / transporter MUST have a suitable extinguisher, i.e. powder should be 2.5kg and foam should be 1.5kg minimum.

12.4. When refuelling a car there must be a second person in attendance with a fire extinguisher available which is easily accessible for use.

12.5. A catch tank of minimum capacity of 1 litre must be fitted to all fuel and oil breather vents and overflow pipes. No "drinks cans" will be allowed for this purpose.

12.6. Any car found leaking fluids onto a race circuit will be excluded from racing.

12.7. All cars must be fitted with 2 Land Rover “type 2” (F2 stock car) rear view mirrors. Any glass must be backed with adhesive tape to secure against fragmentation.

12.8. Every effort should be made to protect the driver from burst and failed connections in oil or water hoses by routing them clear of the cockpit or by providing adequate shielding within the cockpit.

12.9. A substantial head restraint is to be incorporated into the chassis or seat back, it is recommended that a crash pad a minimum of 100mm (4”) square be fitted to a substantial support directly behind the driver’s crash helmet when strapped in.

12.10. No cockpit devices to be used while driving with the exception of a brake balance adjuster.

13.0. Drivers Personal Safety

13.1. All helmets, overalls, gloves and safety wear must be to the ORCi specification.

(Please see “ORCi Safety Equipment Specification Regulations” below for more information)

13.2. It is strongly recommended that seats have a side headrest fitted or that driver use a neck brace

14.0. Silencers

14.1. Exhaust note level must not exceed 96 dB. However, some circuits require cars to have a maximum exhaust noise level of 90-92 dB, any such tracks rules must be complies with. If any cars exceed a static check, they will be excluded from racing.

15.0. Fin Plates & Race Numbers

15.1. Race numbers are to be applied to “Karting” fin plates and must be fitted to both sides of the car, above the waist line and must be clearly visible. N.B. *These are available from the club at cost price.*

15.2. Race numbers should be black on a white, yellow, silver or gold fin plate and white on a blue or red fin plate.

15.3. Cars not displaying the correct grade colour fin plate must start from the rear of the grid.

16.0. Weights

16.1. A minimum weight limit of 375kg for the whole car at any time. A maximum weight limit of 530kg for the whole car at any time.

17.0. Aerofoils

17.1. All main aerofoils can be of a single deck that is no larger than 1.50 sqm, with one side plate on each side no larger than 1250mm x 610mm. Multiple deck wings are allowed but the total surface deck area must not exceed 2 sqm. The side plates total surface area must not exceed 1.8 sqm.

17.2. Any Aerodynamics devices must be solid mounted to the chassis.

ORCI Safety Equipment Specification Regulations

Definitions used in these Regulations

FHR: Frontal Head Restraint (including HANS, Hutchens, Defender and similar type devices)

BORSE: British Oval Racing Safety Executive

Junior Drivers: Drivers aged 15 and under

General Notes

- It is the competitor's responsibility to ensure that they and their team comply with all Safety Equipment Specification Regulations **at all times** (including scrutineering, practise, and racing).
- Any necessary changes to the Safety Equipment Specification Regulations during the course of a season will be notified to competitors through the official ORCi / WatchItRaceIt website (orci.co.uk / watchitraceit.co.uk), and individual formulas' own approved communication channels. Change advisories received from any other source should be checked against these official sources for authenticity and accuracy.
- Proposals for any change(s) to the Safety Equipment Specification Regulations **MUST** be submitted in writing to the ORCi through one of the following channels:
 - Mail: **ORCi Secretary, PO Box 530, Hoddesdon, EN11 1RR**
 - Web: Use the online contact form at <http://orci.co.uk>
 - Email: safety.rules@orci.co.uk
- Proposed changes will be considered by BORSE and an official response duly made as appropriate.
- Competitors must **NOT** use unapproved items, or make modifications to existing items, that do not meet the current Safety Equipment Specifications Regulations, whether they believe they have a case for them or not. A process for approval exists and should be followed by all competitors.

900 General

900.01 All Safety Equipment Specification Regulations apply to all competitors in all ORCi and ORCi affiliated formulas unless otherwise stated.

900.02 All safety equipment must be worn/engaged at all times when on track during racing, practise or test sessions, and at ANY other time when moving at a speed greater than walking pace (4mph).

900.03 Clothing that does not conform to the standards below may only be worn underneath the mandated safety equipment. For example, hooded tops must only be worn underneath a race-suit/overall, and the hood **MUST** be tucked inside.

901 Helmets and Goggles/Visors

901.01 Helmets

901.01.01 A helmet conforming to at least one of the approved standards MUST be worn.

901.01.02 Helmets MUST meet or exceed the MINIMUM standard as directed by BORSE.

The current approved standards permitted for all drivers are:

• ~~FIA 8860-2004 (This standard will NOT be permitted after 31st December 2019)~~

• FIA 8860-2010

• FIA 8859-2015

• **FIA 8860-2018**

• **FIA 8860-2018 ABP**

• ~~Snell SA2005 (This standard will NOT be permitted after 31st December 2019)~~

• Snell SA2010

• Snell SAH2010

• Snell SA2015

• Snell EA2016

• **Snell SA2020 (From 1st October 2020*)**

• SFI Foundation 31.1A

• SFI Foundation 31.2A

• SFI Foundation 31.1

• ECE R22.05 (in Fibreglass, Carbon or Tri-Composite form ONLY)

(*Note: The SA2020 standard is currently scheduled by the Snell Memorial Foundation to take effect from 1st October 2020, and thus is not valid until that date.)

901.01.03 The use of polycarbonate helmets is NOT permitted.

901.01.04 The helmet MUST fit the competitor correctly, according to the manufacturer's sizing/fitting guidelines.

901.01.05 All helmets MUST display **a new green "ORC20 Approved"** serial numbered helmet sticker, as per Illustration 01. Older **blue 2015, and** red 2010 stickers are NOT valid (Illustrations 02 **and** 03).



Illustration 01



Illustration 02



Illustration 03

(Note: A programme of re-validation and issuing of the new green stickers will be undertaken by ORCi appointed officials during the 2020 season. This programme will take some time to implement, and therefore the blue ORC15 Approved sticker will remain temporarily accepted until the programme has been completed. Helmets to the SA2005 and FIA 8860-2004 standards must

NOT be used/presented, as per 901.01.02 above, as they are no longer permitted.)

901.02 Goggles/Visors

901.02.01 Shatterproof goggles or a shatterproof visor MUST be worn with the helmet at all times.

901.02.02 The use of tinted visors is NOT advisable.

902 Clothing

902.01 Race-Suits/Overalls

902.01.01. A flame resistant race-suit/overall MUST be worn.

902.01.02 Flame resistant race-suits/overalls MUST be manufactured from Proban, or material of a higher specification, e.g. Nomex.

902.01.03 Flame resistant race-suits/overalls MUST be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.

902.01.04 Race-suits/overalls MUST be maintained in a clean and tidy condition.

902.01.05 Race-suits/overalls manufactured/certified to Karting standards, including, but not limited to, the CIK-FIA Level 1 or Level 2 standards, are NOT permitted as they do NOT provide the appropriate level of heat/flame protection.

902.02 Gloves

902.02.01 Flame resistant gloves MUST be worn.

902.02.02 Flame resistant gloves MUST be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.

902.03 Balaclavas

902.03.01 A flame resistant balaclava MUST be worn.

902.03.02 Flame resistant balaclavas MUST be clearly marked with the relevant SFI, FIA or equivalent standard, or the manufacturer's statement of protection.

902.04 Undergarments

902.04.01 Flame resistant socks and undergarments provide a high degree of protection and are highly recommended to all competitors.

902.05 Wet-Weather Protection

902.05.01 Any wet-weather clothing must be worn in ADDITION to the required flame resistant race suit/overall specified above.

903 Head/Neck Restraint

903.03 Other Formulas

903.03.01 The use of an FHR or neck-brace MUST be in accordance with the regulations laid down by the governing body for each formula, e.g. BriSCA F1, NHRPA, Stoxkarts Ltd., Spedeworth, etc.

903.03.02 Where no specific FHR/neck-brace regulations exist for each formula, the use of an FHR or neck-brace is recommended.

904 Safety Harness

904.01 Usage

904.01.01 A full safety harness MUST be used in accordance with the specifications below.

904.01.02 All mandated straps MUST be used at all times.

904.02 Type & Design

904.02.01 ALL Formulas, EXCEPT Banger Type Formulas - the harness MUST comprise of a MINIMUM of 2 shoulder straps, 2 lap straps, and an anti-submarine strap (also referred to as a sub-strap, or crotch-strap) in a MINIMUM 5-point design.

904.02.03 Shoulder straps with a sternum protection latch are highly recommended.

904.02.04 The harness MUST incorporate a quick-release buckle (including rotary buckles, and NASCAR lever-latch type buckles), to which all straps MUST be connected.

904.02.05 Where a NASCAR lever-latch type buckle is used, it is advisable to fit a method of protection to prevent race-suit/overall sleeves from accidentally unhooking the buckle during racing. A small section of "Tubegrip" elasticated bandage, slid over the hooked buckle is sufficient for this purpose.

904.03 Harness Strap Width – ALL Adult Formulas (Competitors Aged 16 And Over)

904.03.01 Shoulder and Lap/Pelvic Straps

Applies to: ALL Harnesses (Unless Specified Below) – The shoulder and lap/pelvic straps of ALL harnesses MUST measure at least a MINIMUM of 3in/75mm in width, unless explicitly stated below.

This applies to, but is not limited to:

- ALL non-homologated harnesses
- ALL harnesses with NASCAR lever-latch type buckles
- ALL harnesses homologated to SFI standards
- ALL harnesses homologated to FIA standards that do not meet the alternate FIA criteria below

904.03.02 Anti-Submarine Strap(s)

Applies to: ALL Harnesses – The anti-submarine strap MUST measure at least a MINIMUM of 1¾in /44mm in width on ALL harnesses.

904.03.03 Lap/Pelvic Straps Exception

Applies to: Only FIA Approved Harnesses with Lap/Pelvic Straps less than 75mm/3in in width – The use of narrower lap/pelvic straps is permitted on FIA approved harnesses ONLY.

The harness MUST meet ALL the following criteria:

- The harness MUST be certified/homologated to the current FIA standards: 8853/98 or 8853-2016
- The shoulder straps MUST measure at least a MINIMUM of 2.75in/70mm in width (unless used in conjunction with an FHR device – see below).
- The lap/pelvic straps MUST measure at least a MINIMUM of 2in/50mm in width.
- The FIA identification/homologation/date labels MUST be intact and visible to scrutineers on ALL sections of the harness.
- The harness MUST be within its visibly stated validity period.

904.03.04 Shoulder Straps Exception Applies to: Only Harnesses Used with an FHR Device – Where an FHR device is used by a competitor, it is permitted to use shoulder straps that narrow below the minimum specification (stated above) in order to ensure the correct fitment of the harness/FHR device combination.

- This exception applies to the shoulder straps ONLY.
- Any such straps MUST be manufactured by a recognised industry supplier AND be specifically designed for use with an FHR device.

904.05 Installation

904.05.01 The harness MUST be securely mounted to the floor, roll-cage, and/or chassis of the race car.

904.05.02 Harness manufacturers specify their own installation requirements depending on the design of their harnesses. Therefore, harnesses MUST be installed according to the manufacturer's recommended best practice using only approved mounting components/methods.

904.05.03 All the major manufacturers have installation information on their websites, and competitors are advised to refer to this when fitting harnesses to their race cars. Useful websites include (addresses correct at time of publication):

Manufacturer's Websites

- www.willans.com
- www.schrotracing.com
- www.trs-motorsport.com
- www.racequip.com

Safety Standards

- www.sfifoundation.com
- www.fia.com/homologations

904.05.04 Key general guidelines from manufacturers for the installation of harnesses state that:

- Strap lengths should be kept as short as possible to avoid excessive stretching under impact.
- Shoulder straps should be supported at or just below shoulder level.
- Shoulder straps should be prevented from moving sideways, such that they may drop off a competitor's shoulders under severe impact/stretching.

904.05.05 It is recommended that any seat apertures, through which the straps pass, are lined to prevent chaffing of the straps.

904.06 Condition and Maintenance

904.06.01 Special attention MUST be paid to the condition of straps and fixings once installed.

904.06.02 The harness MUST be maintained according to the manufacturer's recommended best practice, and where possible kept free of dirt, oil and grease that could degrade any materials.

905 Window Nets

905.02 Specification/Installation

905.02.01 The width of the netting holes must NOT exceed a MAXIMUM size of 3in/75mm wide.

905.02.02 The window net MUST be fitted such that it hangs down level with the steering wheel.

905.02.03 The window net MUST be flexible and easily removable, independent of any movement of the driver's-side door.

906 Fire Extinguishers

906.01 Requirements

906.01.01 A fire extinguisher, meeting the specifications below, MUST be carried in the competitor's tow-vehicle/transporter at all times.

906.01.02 The fire extinguisher MUST be within easy reach of the competitor and team members at all times, especially when re-fuelling the race car.

906.02 Specification

906.02.01 The fire extinguisher capacity MUST be at least a MINIMUM of 2Kg.

906.02.02 The fire extinguisher MUST be of a dry powder or gas type.

906.02.03 Old type BCF (green) fire extinguishers are NOT permitted.