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TO: National Authorities

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Safety Cockpit Committee – Athletes Committee

Monaco, 25th April 2017

RE: Head and neck restraint requirement in 2017 Circuit rules

Dear Ladies, Dear Sirs,

It has been brought to our attention that there is an inconsistency between certain provisions published in the 2017 UIM CIRCUIT Rulebook regarding the use of the head and neck restraint device for restrained drivers. While in new Art. 205.07.01 the head and neck restraint device is *required* (mandatory), Art. 509.08 reads that it is *highly recommended*. Indeed, the sentence in 509.08 should have been removed during the updating of the rules and is now in error. It will be removed in the next update of the UIM Rulebooks.

The appearance of the two different sentences may understandably have caused some confusion among participants which has been expressed to the UIM office. We take the opportunity to underline, however, that the use of the head and neck restraint is indeed required (mandatory).

To enable participants to comply with the requirement, the implementation date has been changed to May 15, 2017.

For your information please find below more details regarding the relevant rules:

1) Circuit rule **509.03** requires a competitor driving in a reinforced cockpit to have a 6 point restraint system: ***“Any competitor driving an approved reinforced cockpit design boat will be in a restraint system consisting of a 6 strap/6 point mounting system.”***

2) Circuit rule **205.07.01** requires a restrained driver to wear a head and neck restraint device: ***“Restrained drivers must wear a helmet employing a head and neck support/restraint device that satisfies SFI 38.1 or FIA 8858.”***

3) Circuit rule **205.05** requires the use of the head and neck restraint during the immersion training. At the next training required of a driver due to the expiration of their current certificate of training, the use of the head and neck restraint is required. In other words, a competitor that has a valid certificate attained in 2016 may race until the expiration of said certificate with the head and neck restraint and then use the head and neck restraint in their next following required training: ***“IMMERSION TRAINING Competitors taking part in a race and using a reinforced cockpit as defined in rule 509, must have a certificate of underwater training. This is given by a National Authority and includes an immersion training in a simulated reinforced cockpit. All tests must include demonstrating the driver’s ability to use the air supply successfully under water in simulated accident conditions. The immersion training is only valid for 14 months. If the class being raced demands a “Neck restraint device (NRD)” then the immersion test certificate must show a successful immersion test wearing a similar approved NRD.***

4) It has come to the attention of the UIM office that a sentence was inadvertently left in Circuit rule **509.08** stipulating that the use of head and neck restraints in reinforced cockpits was only “highly recommended”. This sentence will be removed during the next update of the rules to be consistent with the other rules noted above: *“Energy absorbing foam padding is to be strategically placed inside the cockpit -limiting side-to-side head movement and areas where the knees, hands, etc., might impact. ~~In addition a head and neck restraint is highly recommended for all classes with reinforced cockpits.~~ Seats are mandatory for F1/F2/F4 cockpits and strongly recommended for all other cockpit classes.”*

We hope this clarification may eliminate all related doubts and thank you for informing your Teams and drivers accordingly.

Sincerely yours,



Thomas Kurth
Secretary General