

ADVICE ON THE PURCHASE AND CARE OF HELMETS

(FOR LIST OF APPROVED STANDARDS SEE APPENDIX 2 ART 17)

1. Fit and Security.

To ensure satisfactory fit and security of your helmet, proceed as follows:

- a) Obtain correct size by measuring the crown of your head.
- b) Check that there is no side-to-side movement, a helmet should be as close fitting as possible consistent with comfort.
- c) Tighten straps securely - the chin strap must be under tension at all times; ensure therefore that the strap cannot slip. **Chin cups are prohibited.**
- d) With head forward and with strap fastened, attempt to pull up the back of the helmet, as shown in the diagram below, to ensure the helmet **cannot** be removed in this way.
- e) Ensure you can see clearly over each shoulder.
- f) Make sure nothing impedes your breathing in the helmet and never cover your nose or mouth other than with a flame resistant balaclava or face mask. Helmets with life-support attachments must only be worn if they are connected to a life-support system.
- g) Never wear a scarf, tie or other loose clothing which could come loose and possibly cause an accident.
- h) Ensure that the visor can be opened with one gloved hand.
- i) Satisfy yourself that the back of the helmet provides protection for your neck.
- j) Do not buy from mail order unless you can satisfactorily carry out the above checks. Return a helmet unused if it does not fit.

2. Condition and Care of Helmet

- a) The user must bear the prime responsibility for ensuring that his helmet is fit for the purpose intended, since significant damage to the helmet may have been sustained without this being apparent to the scrutineer.
- b) Anything other than minor superficial damage is likely to result in the scrutineer impounding the helmet for the event.

- c) It is in everyone's interest for the competitor to buy the best helmet he can and to look after it (the best is not necessarily the most expensive). A helmet bag should always be used to store the helmet.
- d) There must be no alteration to the structure of a helmet. Where a radio intercom is fitted this should only be done in accordance with the helmet manufacturer's instructions.
- e) Use only a weak solution of soft soap and water to clean the interior and exterior of the helmet, do not get the interior too wet.
- f) Some moulded plastic helmets although they meet approved standards can be seriously damaged by substances such as petrol, paint, adhesives, cleaning agents and stickers - such damage may not always be apparent; however, crazing or obvious dulling of the surface finish could indicate serious structural weakening of the helmet and is likely to result in the scrutineer impounding the helmet for the event.
- g) The helmet should be stored, preferably in a helmet bag, in a cool dry place away from sunlight when not in use. Do not strap the helmet to the roll cage or allow other unrestrained movement which could cause the helmet to be damaged.
- h) A good helmet, properly cared for, is one very important link in a long chain of safety measures. Do not allow it to become the weak link. Do not rely on others. You are responsible for your own safety. Do not, through your own fault, become a grave burden to others.

3. Goggles or Visor

Either goggles or a visor must be worn at all times during training practice and competing, unless in a closed vehicle.

Recommended visor standard (minimum)
BS4100.



INTERNATIONAL HELMET STANDARDS

Refer to Appendix 2 Art. 17

NORMES RECONNUES POUR LES CASQUES
RECOGNISED STANDARDS FOR HELMETS

LISTE TECHNIQUE N° 25 / TECHNICAL LIST N° 25

- FIA 8860-2004
- FIA 8860-2010
Fédération International de l'Automobile
8, Place de la Concorde
75008 Paris
France
www.fia.com



- Snell SAH 2010
- Snell SA 2010
- Snell SA 2005
Snell Memorial Foundation
3628 Madison Avenue, Suite 11
North Highlands, CA 95660
USA
www.smf.org



- Snell SA 2000

NOT VALID AFTER
31.12.2014

- SFI 31.1
- SFI 31.1A
- SFI 32.2A
SFI Foundation Inc
15708 Pomerado Road, Suite N208
Poway, CA 92064
USA
www.sfi-foundation.com



- BS6658-85 type A/FR
British Standards Institution
389 Chiswick High Road
London W4 4AL
UK
www.bsi-bd.com

NOT VALID
AFTER
31.12.2013

Pour Autocross-division SuperBuggy, Buggy1600 et JuniorBuggy UNIQUEMENT, les normes suivantes sont aussi reconnues:
For Autocross-division SuperBuggy, Buggy1600 and JuniorBuggy ONLY, the following standards are also recognised:

- Snell M 2010
- Snell M 2005



- Snell M 2000

NOT VALID
AFTER 31.12.2014

Prière de se reporter aux exigences supplémentaires concernant l'utilisation des casques à l'Annexe L du Code Sportif International de la FIA.
Please check additional requirements regarding helmets use in the Appendix L of the FIA International Sporting Code.

Refer to Appendix 2 Art. 17



Commission Internationale de Karting - FIA



ANNEXE N°2: NORMES RECONNUES POUR LES CASQUES EN KARTING
 APPENDIX No. 2: RECOGNISED STANDARDS FOR HELMETS IN KARTING

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<p>Snell-SA2010</p>	
<p>Snell-K2010</p>	
<p>Snell-FIA CMS2007 Obligatoire dès 1/1/2010 pour Pilotes de moins de 15 ans Mandatory from 1/1/2010 for Drivers under 15 years old</p>	
<p>Snell-FIA CMR2007 Obligatoire dès 1/1/2010 pour Pilotes de moins de 15 ans Mandatory from 1/1/2010 for Drivers under 15 years old</p>	
<p>Snell SA2005</p>	
<p>Snell K2005</p>	
<p>Snell SA2000</p>	
<p>Snell K98</p>	

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SFI 31.1A
 SFI 31.2A



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 Fédération Internationale
 de l'Automobile
 8, Place de la Concorde
 75008 Paris
 France
 www.fia.com

FIA 8860-2004



BS6658-85 type A, type A/FR

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