



4th July 2006

Dear Category Manager/Administrator

Re: Head and Neck Restraints

Since the implementation of mandatory safety harness use, head and upper neck injuries have been responsible for the majority of motor sport fatalities. As you will no doubt be aware, there has been significant developments in the field of driver safety resulting from research into head and neck injuries in motor sport. One of the most significant of these has been the HANS[®] Device, developed by the Hubbard Downing Corporation. Extensive laboratory and field testing has shown that the use of such a device has the potential to greatly reduce neck trauma.

At present, the Hubbard Downing HANS[®] is the only head restraint device recognised by the FIA. There are also products on the market that comply with the (US) SFI 38.1 Head and Neck Restraint Systems standards and some products that have not been independently tested.

The use of an approved device has already been adopted as mandatory by the FIA for Formula One and many other International Championships, and a timetable has been drawn up for its implementation in all international events. In short, all FIA Cups, Trophies, Series and Championships must use an FIA approved head restraint by 1 January 2008, and all events entered on the international calendar by 1 January 2009. This does not apply to Historic cars, and the FIA may issue a waiver to the drivers of other cars that cannot be used with such devices.

In Australia, there have been coronial recommendations that CAMS progressively introduce the use of suitable Neck Support Devices. The drivers in all V8 Supercar events have been required to use a HANS[®] since the commencement of 2005.

To this effect, the Australian Motor Racing Commission has proposed a timetable for the adoption of appropriate head and neck restraining devices for Australian competition, and is soliciting stakeholder feedback.

At the present time, the final details of what will be considered as “acceptable head restraints” have not been decided, but one can at least consider that the present HANS[®] device will be the benchmark. Other systems may become available if they are deemed suitable, noting the continuing research and development in both systems and standards. Stakeholders are encouraged to recognise and factor into their considerations the demonstrable reductions in price of the relevant technology (again using a HANS[®] as the benchmark). As the abovementioned research, development and market forces influence the wider acceptance of the technology, the

AMRC has considered the likely impact in conjunction with Coronial recommendations in preparing the draft proposal for consideration.

The Commission therefore FORESHADOWED that such systems would be made mandatory for use in circuit racing in line with the following schedule:

- a. Major National Championships by 1 January 2007
- b. other National Championships, National Series and Major Events by 1 January 2008
- c. all State Titles by 1 January 2009
- d. all other circuit racing by 1 January 2010.

The AMRC welcomes feedback from Stakeholders and Managers in relation to this process.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Peter Lawrence', with a long horizontal stroke extending to the right.

Peter Lawrence
Manager - Technical Services

cc: G Emerton