



# Technical Statement

## Netherlands – Engine Cut-Off Pull-Cord

### 10<sup>th</sup> March 2017

### Version 1.0 FINAL

(E&OE)

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#### Introduction

Following a serious incident at the 2016 F1 Shale Masters weekend staged at Emmen in the Netherlands, the NAB organisation, along with Raceway Venray have now mandated the installation of an emergency engine electrical cut-off pull-cord in **ALL** cars racing at their tracks.

**This is a MANDATORY safety requirement for ALL cars racing at the following tracks:**

- ACON Sint Maarten
- Blauwhuis
- Emmen
- Kollum
- Lelystad
- Raceway Venray
- Ter Apel

It is expected that Posterholt will also follow suit and mandate this safety device, although that is yet to be confirmed with the Posterholt promotion.

**Any car presenting without the required pull-cord engine cut-off, as detailed below, will NOT be permitted to race at these tracks.**

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..... See overleaf for specification details .....

## Requirement Specification:

- A mechanical pull-cord, connected to the master electrical cut-off switch **MUST** be installed, as detailed below.
- The pull-cord **MUST** be installed such that when pulled it switches **OFF** the master electrical cut-off switch, and thus stops the engine and fuel-pump from running.
- The handle of the pull-cord **MUST** be securely mounted in the **left-rear** section of the driver's cab area, behind the driver's seat, and face rearwards.
- The handle of the pull-cord **MUST** be securely mounted to the seat support tube, behind the seat, to the left of the driver, such that it can be pulled directly from the rear of the car by a marshal, in a front to rear movement.
- The handle of the pull-cord **MUST** be mounted such that it can be easily pulled from the rear of the car, through the rear window aperture, in a single movement. It is therefore permitted to mount the handle at a slight upward angle (though **NOT** vertically) if doing so would improve ease of use over a horizontal installation (where access may be impeded).
- All mounting brackets **MUST** be of sufficient strength that they will not deform or move under load.
- The pull-cord **MUST** be fitted in a smooth curve from the pull-handle to the master electrical cut-off switch to prevent the cable from binding inside the sheath.
- The use of a secondary electrical cut-off switch in place of the mandated mechanical pull-cord is **NOT** permitted.

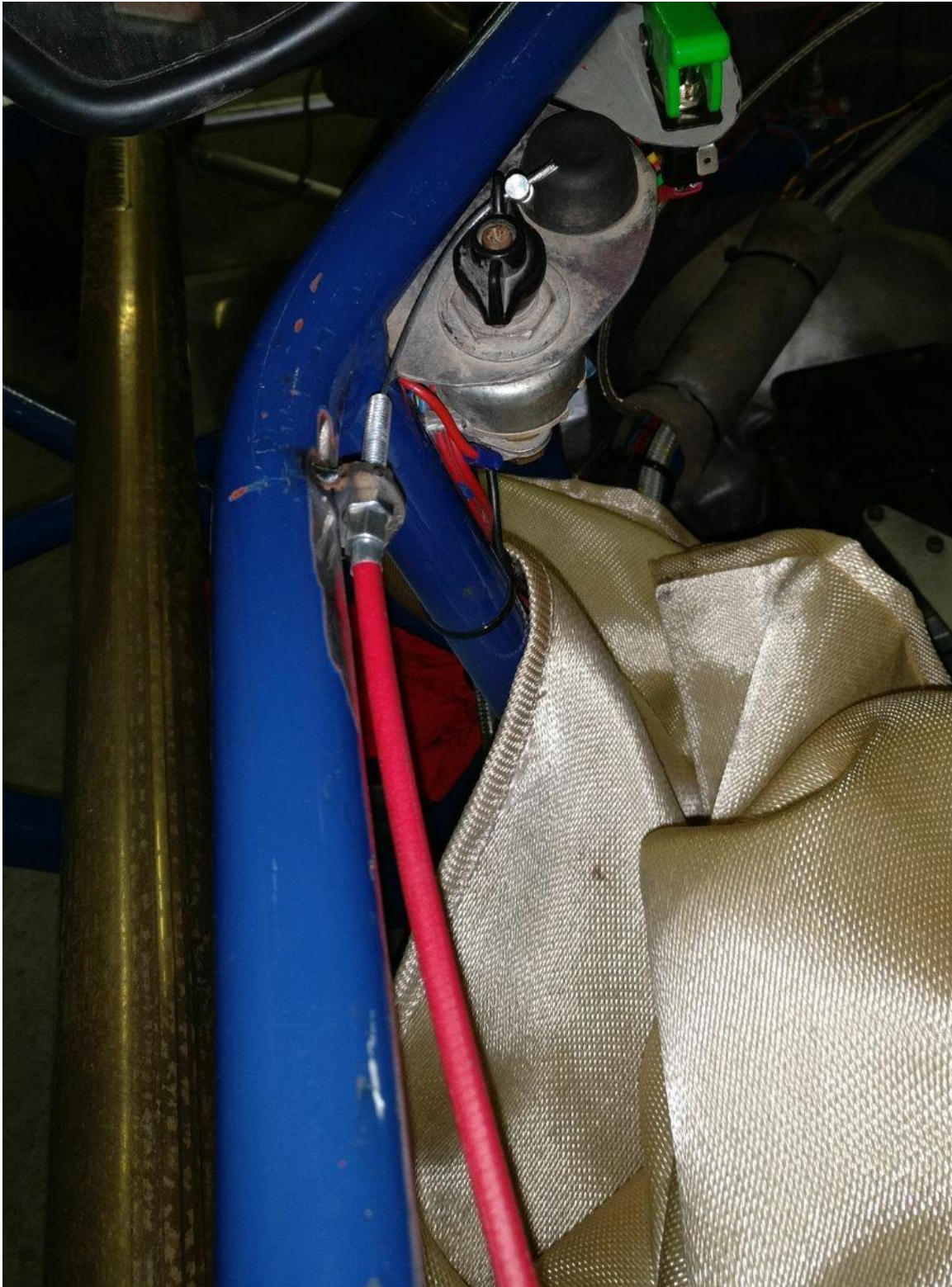
## Installation Guidelines:

- The photos below provide an example installation on a current Dutch F2 car.
- The mounting plates in the photographs are fabricated from 5mm steel plate.
- The mounting plates in the photographs are currently only tack-welded in - the plates must be fully welded to the roll-cage/seat-mounting tubing to provide suitable strength.
- Pull handles are available from a wide range of motorsport component suppliers.

..... Photograph illustrations overleaf.....



View from the rear of the car, in through the rear window aperture



View from the left side of the cab, looking forwards

- Ends -