

VICTORIAN SPEEDWAY COUNCIL INCORPORATED

GOS SEDAN 2017-2020

These Regulations and Specifications apply to all Owners, Driver's, Pit crews, Officials and Clubs engaged in the promotion, conducting, competing and/or presentation of VSC Inc. Classes.

This book must be read in conjunction with VSC Inc. approved Special Regulations and/or Notices issued by the VSC Inc. from time to time. Ignorance of these Regulations and Specifications and Notices shall be deemed as No Defence in regard to breaches and/or appeals of same.

Where there is a difference of opinion between the Scrutineer, Machine Examiners, Officials, Owner/Driver in regard to the interpretations of any specification or regulation within this book then that matter shall be resolved by the VSC Inc. Technical Committee at the earliest available opportunity.

If 'IT' is not in the book, inquire for prior clarification or approval before construction or implementing.

GENERAL SPECIFICATIONS:

CONSTRUCTION

To be of professional standard. All materials used must be of good quality.

Bolts are not to be used through structural tubing unless a welded sleeve is provided.

All material sizes quoted are minimum unless a maximum is stated.

Definition of material:

CHS Circular Hollow Section

RHS Rectangular Hollow Section

WT Wall Thickness

OD Outside Diameter

AS 1163 G.200: Australia Standard 1163 for structural steel tubing grade 200.

For clarity in printing Imperial sizes changed to Metric have been rounded off the nearest full millimetre. These sizes will continue to be accepted (i.e.: 1.25" = 31.75mm rounded to 32mm)

1. DRIVER SAFETY

All protective clothing and safety equipment must be used and/or worn in the approved and accepted manner. Flame protection (suit) plus thermal protections (underwear) equal driver protection.

PROTECTIVE CLOTHING

RACE SUIT:

Driving suit must meet minimum standard of either SFI 3.2A /1 or FIA 8856-2000 Suit to be snug fit at ankles, collar and cuffs. Must be fastened at all times whilst in car. Suit to be in a clean and tidy condition and free of holes or wear. **The only IMPACT RACING safety attire accepted is to have relevant SFI label with date of manufacture 2009-2010 or later on label.**

Two-piece suits **NOT PERMITTED.**

No synthetic material to be worn against skin. (One-way communicator earpiece and lead allowed).

No jewellery to be worn.

UNDERWEAR:

Full length underwear meeting minimum standard of either SFI 3.3, or FIA 8856-2000, **'MUST'** be worn by all drivers.

Approved underwear must be worn regardless of type of race suit.

Socks meeting minimum standard of either SFI 3.3, FIA 8856-2000.

'MUST' be worn by all drivers and passengers.

Socks must be higher than bottom cuff of under wear.

BOOTS, GLOVES, BALACLAVAS:

Boots, gloves and balaclavas are compulsory in all divisions and must meet minimum standard of either SFI 3.3, or FIA 8856 – 2000.

Balaclava must cover the nose to prevent inhalation of flames and

must be long enough to fit inside of or cover the collar of the race suit.

Gloves must reach driving suit cuff. Gloves cannot be modified in any way (e.g. Removing thumb).

Boots must cover the ankles and be high enough to permit coverage by the driving suit cuff.

HELMET:

Driver must wear approved and correctly fitting helmet. The helmet must meet minimum standard **AS 1698, Snell 2010, Snell 2015 (Snell 2020) or ECE 22.05 (WITH ECE 22.05 LABELS ON CHIN STRAP AND HELMET. NOT HELMET ONLY)** and pass inspection by the Scrutineer or Technical Committee.

SFI suggested helmet life is four years. However, if helmet has signs of misuse, neglect or damage Scrutineer will note helmet serial number in log book. If the helmet is found in use Chief Steward is to be notified under Rule 6.2. Chin cups are not permitted. Inspection and approval from Technical Committee to be obtained before painting or fitting non oem stickers.

NECK BRACE (HORSE COLLAR)/ HEAD & NECK RESTRAINT

Approved head and neck restraints (e.g. 'Hans' type devices) can be used in lieu of a horse collar neck brace. A compulsory neck brace must meet minimum standard of either SFI 3.3, or FIA 8856 – 2000. Correctly fitted to suit the driver and helmet used, leaving a nominal 15mm gap to prevent leverage injuries. A horse collar neck brace is to be high of density foam covered with Nomex, wool or similar fire-retardant material. Head and neck restraint devices must only be fitted to the helmet by authorised installer as directed by the manufacturer and must be SFI 38.1 or FIA 8858-2002 or FIA 8858-2010.

5 YEAR REPLACEMENT OR RECERTIFICATION FROM DATE OF MANUFACTURE ON SFI 38.1 HEAD AND NECK RESTRAINTS.

EYE PROTECTION/GLASSES

Suitable eye protection must be worn IE: visor or goggles.

If a driver is required to wear optical glasses under any requirement for licence under Vic Roads licensing and/or Medical Practitioner stipulates that the optical glasses must be worn for reasons of VSC Inc. licensing, then that driver must wear those glasses whilst competing and any such glasses must be made of non-splintable type material.

SEAT AND SEAT BELTS

A 'Purpose Built' professional standard one-piece, fibreglass, approved plastic / composite, steel or aluminium bucket type seat incorporating a substantial headrest, must be used. The use of mass produced, competition-based alloy seats with lightening holes are permitted. E.g. Kirkey/Butler. All holes are to be swaged as per manufacturers specifications. The use of one-off type seats without holes is permitted subject to VSC Technical Committee approval via Zone Scrutineer or Technical Representative and endorsed in log book.

Minimum 50mm clearance Helmet to head plate/roll cage bars.

Concave seat to support back to minimum of TOP of shoulder height and width.

Top of headrest to be at least 50mm above helmet to seat contact area and to be within easy contact of helmet. Minimum width 150mm.

It is mandatory for all VSC cars to have a head rest brace of minimum strength equivalent to 20mm x 20mm x 1.6mm RHS within 25mm of the back of the head rest, to stop the head rest moving back beyond 25mm. If tubing is used end on, a plate of minimum 60mm x 60mm x 3mm is to be fitted to the end to stop it becoming a spear into back of the head rest.

Seat base to be securely mounted to substantial bar work at a minimum of two (2) points, using 8mm bolts and minimum 38mm diameter body washers. Or to manufactures specifications IE: some plastic seats have four (4) factory mounts in base.

Seat back to be securely braced to and attached to roll cage approximately 75mm below shoulder height using a minimum of two 8mm bolts and minimum 38mm diameter body washers.

Lateral (sideways) support must be given to hips and above waist.

Front of seat under legs to be raised and rolled.

Seatbelts must be run through seat or links, not over top or sides.

Cut outs for belts to be suitably grommeted.

Seats may be padded and covered, the covering being securely attached.

Maximum padding thickness 50mm.

Adjustable seats to be approved by VSC Inc Technical Committee via Zone Scrutineer or Technical Representative and endorsed in logbook.

An approved type racing harness must be fitted. MUST be SFI or FIA approved. Five or six point 3 inch harness is mandatory and MUST be a lever latch type, 2 inch crotch strap is permitted. SFI or FIA approved head and neck restraint (e.g.: 'Hans' type devices) seatbelts permitted when restraint is used.

Harness to be fitted to manufacturers specifications or for existing fitment the following guide lines. Seat belt bolts to be minimum 10mm grade 8.8 with Nylok nuts **only**. (Standard manufacturer's bolts and nuts permitted i.e.: Simpson, G Force)
Maximum 300mm seat to seat belt mounting points.

Seat belt mounting brackets minimum 3mm steel securely mounted to roll cage or subframe or cross frames, not on sheet metal. Additional seat belt mounting points may be needed for adjustable seats and or junior drivers.

See "Installation of Restraint System". [Fig. 1 and 2].

In order for the driver restraint system to be fully effective, considerable thought must be given to the location of mounting points and to proper installation. Many installations comply only with the letter of the rules with no understanding of the needless injury to the driver.

The mounting points should be solid and should remain so even if this vehicle is deformed due to an accident. The mounting points should also not put undue strain or twist on the belt system hardware.

The lap belt should be positioned so it rides across the solid pelvic area and not the soft stomach area or down on the thighs.

The shock absorbing ability to protect internal organs makes it the preferred location for the belt. (See diagrams)

The shoulder harness should be mounted to prevent the driver from moving upward, out of the seat, in the event of a rollover. The required minimum distance from the top of the driver's helmet to the top of the roll bar does not leave much leeway for the shoulder harness to prevent the helmet from striking the roof in the event of a rollover. The shoulder harness is the major means of preventing injury in such an accident.

Anti-Submarine straps serve two purposes.

To secure the lap strap down across the drivers hips, so in the event of an accident, it is not pulled up across the stomach by the shoulder straps.

To prevent the driver from sliding forward and out of the harness [see Fig.2(i) and Fig. 2(ii)]

For extra assurance a double strap anti-submarine belt can be used [see Fig.2(iii) and Fig.2(iv)]

When the driver is seated in a semi-reclining position a six-point system (two anti-submarine or crotch straps) is preferable. Most drivers find the two anti-sub strap position more comfortable regardless of the type of car.

In many instances, the anti-submarine straps are mounted much too far forward of the seat. This practice could cause injury as the body can slide partially out of the seat before being restrained when the strap contacts the groin. It is much more practical to cut a slot in the seat bottom so the anti-submarine strap can be anchored in line with the chest.

Because of difference (often vast) in competition vehicles, "standard" method of mounting is impractical.

Good judgement and common sense in inspecting restraint system mounts is needed. Safety equipment is often neglected in favour of

performance equipment, but its proper operation when the need arises is essential to survival.

If passenger seat fitted and no passenger in race seat belts and window net must be removed or correctly buckled or attached.

The belts must be in good condition – no fraying, tears, fading, etc.

See "Installation of Restraint System".
See "Adjustment of Driver Restraints".

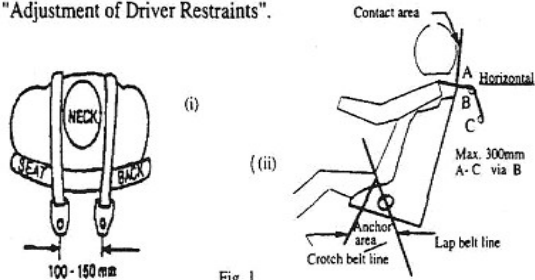


Fig. 1

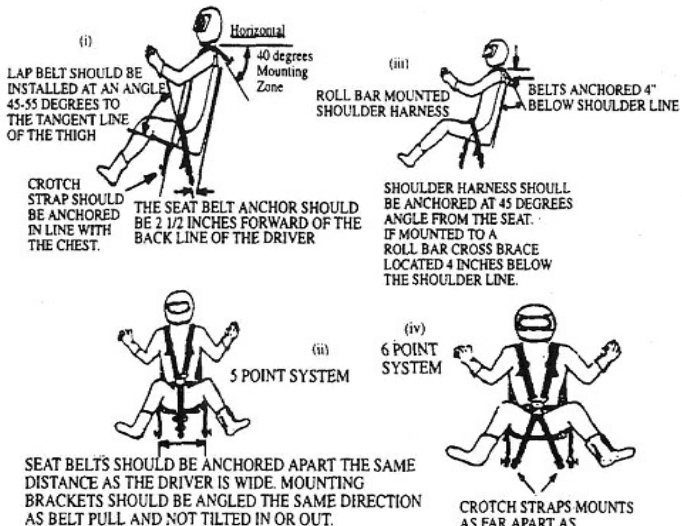


Fig 2

ONE-WAY COMMUNICATOR:

The use of one-way communicator is compulsory.

Operating one-way communicator is to be presented at scrutineering.

FIRE EXTINGUISHER:

On board fire extinguisher optional. It must be securely mounted and be of the correct type for the fuel being used.

NUMBERS:

Numbers 1, 2 and 3 reserved for VSC State Title place getters. All vehicles are to be presented for racing in a good condition, with paintwork, sign writing and allocated numbers to be painted on the both sides of body and a number to be visible when car viewed from the front: i.e. roof number or sun visor.

Registered number and prefix are to be a contrasting colour and clear of any sign writing, etc. Number will be 300mm minimum height x 75 mm minimum width and prefix 150mm high. Cars must also have car number front and rear of car, in a clearly visible position and to be minimum 75 x 100mm in contrasting colours. Driver's name/s to be on roof above driver's door or sun visor minimum 50mm lettering.

ROOF NUMBER PLATE:

The roof identification number shall be a metal plate 30cm (300mm x 300mm) square with a 5cm 50mm right angle fold at the bottom where 2 holes, at 200mm centres shall be drilled to take 6mm bolts. The plate shall be bolted vertically on the roof of the vehicle parallel with the side of the car. (may also be V shaped)

The plate must be black background and white number/s in plain font 200mm high.

LICENSING:

Only VSC licensed persons may participate as a driver or passenger. Junior Drivers and passengers to be aged 12 – 17 years.

INSURANCE:

Proof of approved speedway accident coverage is compulsory for drivers.

Ambulance membership is compulsory for drivers and passengers.

ALCOHOL:

No alcohol/illicit drugs are to be consumed within twelve hours prior to racing by driver. No alcohol permitted in the pit area. Drivers,

passengers or crews must not exceed .02% blood alcohol level at any time during scrutineering or race meeting, as per racing rules and regulations.

TEK SCREWS:

No self-drilling screws (Tek Screws) permitted on external panels.

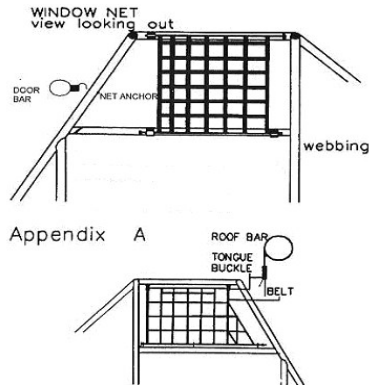


Diagram 3

WINDOW NET:

Window nets are mandatory.

Window Net lattice to be a minimum 19mm wide webbing with a maximum hole size of 75mm x 75mm inside.

Window net to be securely attached to roll cage at top and bottom, NOT car body and to cover 60% of side window area.

Not to be made of flammable material: i.e. Plastic.

Window net must be fixed top and bottom using a minimum 25mm x 3mm flat steel or 8mm steel rod through window net. Original window net manufacturer supplied fitting hardware permitted.

The above design uses two push button seat belt buckles and the belts tongues are welded to side roof bar.

Using either 25mm x 3mm minimum flat steel or 8mm minimum steel rod, to be welded to rear of buckles.

Tubing at base of net must be removable and fixed with bonnet lock pins.

No tek screws, pop rivets or cable ties permitted to fit window net.

CLASS SPECIFICATION GOS.

1. CARS:

A GOS class race car is built from a hard-top sedan road car seating a minimum of four persons, as per the compliance plate, and catalogued for sale in Australia, i.e. available new, to the general public, through authorized Dealer sales and service networks throughout Australia.

“Base model” body is used for silhouette and measurements. Forced induction models not permitted in that form.

Four-wheel drive and/or four-wheel steer models not permitted.

No new registration permitted on cars younger than six years old.

2. ROLL CAGE:

See attached minimum roll cage diagram.

All bars in diagram are compulsory.

All cars must be constructed with a complete Roll Cage built to the NASCAR design as used in other classes within the VSC Inc.

A head plate is compulsory for the driver and passenger and must be welded on a minimum of three sides. The head plate to be 3mm flat mild steel. Refer diagram. Bolt-in roof plate optional. Removable head plate to be 5mm aluminium alloy or 3mm steel, 25mm x 3mm FMS strip to be welded to main hoop, top windscreen bar, centre roof bar and side roof bar. 10 of 50mm x 50mm x 3mm MS tags acceptable.

Plate to be mounted, from above, with 10 x 8mm diameter high tensile bolts, 3 each side, 2 front, 2 rear. Heads of bolts to be downwards, i.e. no projections.

The roll cage is to prevent the collapse of cabin area under impact.

Roll cage to enclose the driver/passenger, to be full width and full height of the cabin area.

The roll bars are to constitute a cage type framework; braced fore and aft. The cage must extend from behind seats forward to the windscreen area and incorporate protection for the feet.

- a) All roll bar material must be good quality mild steel, minimum AS 1163 GR200. Minimum 38mm OD x 3mm W.T. CHS.

The use of any material other than low carbon steel for the construction of roll cage must have VSC Inc. Technical Committee approval.

Aluminium based material **not** permitted.

- b) The rear main hoop and main roll cage bars will each be made of one continuous length of tubing, with smooth continuous bends and no evidence of crimping, wall failure or significant weakening. All bends to be made using a pipe bender with the correct size former, Galvanized tubing or welding over threaded tubing **not** permitted in any structural barwork. Water pipe fittings or malleable fitting are not permitted. Roll cage built using other than fusion welding techniques will not be accepted. Gussets on welded joints may be required.

- c) **Main roll cage hoop** to be within 50mm of sides of roof at narrowest point. **Top windscreen bar** to be within 50mm of windscreen at front roll cage leg on side elevation.

Front roll cage leg is to be within 50mm of windscreen opening on side elevation and follow down the "A" pillar line at an angle of no more than 45 degrees downwards from the horizontal. The front leg will be no more than 300mm behind the original door pillar at original top door line. Or 75mm in on the front elevation at original top door line. Roll cage legs to be welded to top of a subframe within 50mm of door pillars on front elevation.

Note for cars with sever rake of windscreen. If the angle of roll cage “A” pillar bar is less than 45 degrees down from roof bar a quarter vent bar minimum 25mm OD x 3mm WT CHS is necessary. Must be as close as practicable to the first upright of the NASCAR barwork and mounted in the top half of “A” pillar bar.

Foot protection for rollcages with front leg more than 75mm behind original door pillar, maximum 450mm measurement from roll cage leg to forward section of foot protection bar and must be filled with 3mm plate and must cover all pedals when pedals are fully depressed.

Subframe to be tubular or angle section running fore and aft, which is to be welded or bolted to the floor pan/sills using minimum FOUR 12mm steel bolts through the subframe and using 100mm x 100mm plates under the floor or four x 50mm fillet welds. Distance from “B” Pillar to rear roll cage leg maximum 150mm.

d) **Subframe material:**

- i) Tubular minimum 38mm OD x 3mm WT CHS or 38mm x 38mm x 3mm RHS.
- ii) Angle minimum 50mm x 50mm x 5mm.

e) **Diagonal brace.**

A minimum of a one-piece diagonal brace, minimum 38mm OD x 3mm WT CHS, will be fitted in the main roll cage hoop behind the driver’s head within 200mm from centre of bend. down onto left hand rollcage leg directly above subframe brace. A cruciform type brace may also be used minimum 32mm OD x 3mm WT CHS, **cruciform manditory for passenger**. Drivers side top down to left hand rollcage leg to remain one piece.

f) **ADDITIONAL MINIMUM BARWORK: Minimum 38mm OD x 3mm WT CHS**

Top windscreen bar.

Lower windscreen / dash bar.

Nascar door bars on drivers side: three horizontal sidebars with only one bend at each end curved out to the door skin, are to be placed between front and rear cage legs. Evenly spaced between window sill and cage subframe. Top bar to be within 75mm of original top window sill

Door pillar can be removed(optional) to accommodate barwork.

A minimum of two vertical spacer bars, evenly spaced between front and rear roll cage legs, are to be fitted between the cage sub frame and top horizontal bar. Two door vehicles or vehicles with excessive roll cage length between the front and rear legs of the roll cage, must use three vertical bars and a quarter vent bar fitted above the first vertical bar. Left side (passenger) minimum two bars fitted between front & rear roll cage legs, one must be horizontal within 75 mm at window sill height.

LEFT HAND SIDE (PASSENGER SIDE) TO BE MIRRORED OF DRIVERS SIDE IF PASSENGER SEAT IS FITTED.

Including foot protection bar and brace, head plate and anti-spear plates.

SUBFRAME CROSS BRACES.

Minimum of two sub frame cross braces at roll cage legs, minimum either 38mm OD WT CHS or 35mm x 35mm x 3mm RHS

Option for cars registered prior to 1-7-2014, front sub frame cross brace (spreader bar) may be moved rearward no further than the first vertical door bar or to a maximum 300mm from the front roll cage leg (as per rollcage diagram), providing a diagonal brace if fitted between spreader bar and front roll cage legs on both sides.

If rear subframe cross brace is bent to clear tunnel a vertical bar minimum 25mm x 3mm must be fitted above tunnel between subframe cross brace and rear hoop diagonal brace or cruciform.

Centre roof bar minimum 32 OD x 3mm WT CHS.

Centre windscreen bar minimum 25mm x 3mm WT CHS.

Rearward brace bars minimum 34mm x 3mm CHS, must be attached to top rear of main hoop no more than 200mm from outside of roll cage leg. Down onto rear subframes.

- g) **FOOT PROTECTION** must be used as per diagram 1, minimum tube size 32mm x 3mm CHS with minimum height of 300mm and brought forward as far as practicable and must cover all pedals when pedals are fully depressed. May be filled with 3mm plate. A mandatory foot protection brace bar of a minimum 25mm x 3mm chs fitted between the front top half of the foot protection bar and bar work to the left on the driver`s side (preferably the dash bar) and between the front top half of the foot protection bar and dash bar at approximately 45 degrees on the passenger side if passenger seat fitted. **Foot protection for rollcages with front leg more than 75mm behind original door pillar**, maximum 450mm measurement from roll cage leg to forward section of foot protection bar and must be filled with 3mm plate, and must cover all pedals when pedals are fully depressed

If fully depressed pedals do not protrude past roll cage leg. Foot protection bar is not compulsory.

An “**ANTI SPEAR**” deflector plate, 3mm or 5mm aluminium (not to be lightened by drilling) to be fitted to drivers’ side, from floor line to window sill bar, forward of the first vertical door bar to the front leg of the roll cage and must be fitted outside of roll cage. If not welded one-piece door plates to be bolted on using a minimum of 6 – 50mm x 50mm x 3mm steel tabs welded to nascar bars and bolted using 8mm high tensile bolts with no protrusions. If individual pieces are used then a minimum of 4 – 50mm x 50mm x 3mm steel tabs welded to nascar bars and bolted using 8mm high tensile bolts to each piece with no protrusions. Must be mirrored on passenger side bar work if passenger seat fitted.

A MESH SCREEN will be securely fitted to roll cage and/or metal body in front of driver and passenger if passenger seat fitted. Maximum mesh size 50mm x 50mm minimum gauge 3mm.

25mm x 25mm mesh may use minimum 2.5mm gauge wire.

HEAD PLATE:

A head plate is compulsory for driver and passenger and must be welded on a minimum of three (3) sides. The head plate to be of 3mm flat mild steel. (Refer diagram)

Bolt-in roof plate optional. Removable head plate to be 5mm aluminium alloy or 3mm steel, 25mm x 3mm FMS strip to be welded to main hoop, top windscreen bar, centre roof bar and side roof bar. Or 10 of 50mm x 50mm x 3mm tags acceptable for 5mm aluminium. Plate to be mounted from above with 10 x 8mm diameter high tensile bolts, 3 each side, 2 front, 2 rear. Heads of bolts to be downwards, i.e. no projections.

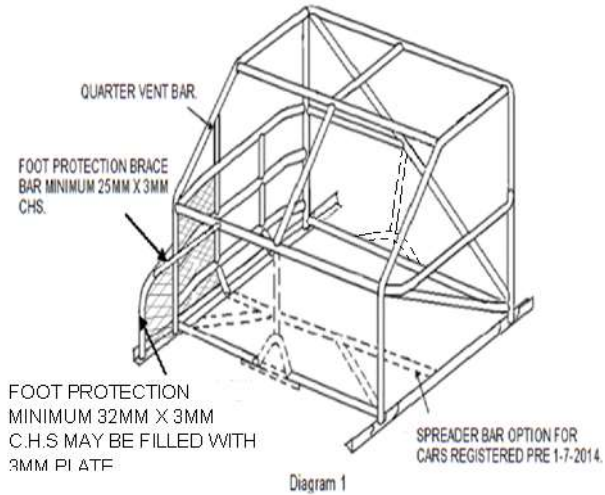
SCATTERSHIELD

A scatter shield of 3mm steel / 5mm alloy min width 150mm to be securely mounted to auto transmission / clutch bell housing or inside / outside of floor tunnel as near as possible to engine firewall. To extend from right floor to left floor. So as to protect the driver and passengers limbs from a 'clutch explosion'.

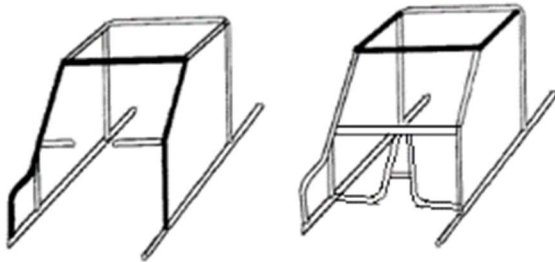
See attached minimum roll cage diagram 1.

ROLL CAGE DIAGRAM

ALL BARS IN THIS DIAGRAM ARE MANDATORY. LEFT HAND SIDE MUST BE MIRROR OF DRIVERS SIDE IF PASSENGER SEAT FITTED. INCLUDING HEAD, ANTI SPEAR AND FOOT PROTECTION PLATE AND BARS. NASCAR BARS MAY BE USED ON PASSENGER SIDE WITHOUT PASSENGER SEAT FITTED.



SOME ROLL BAR OPTIONS



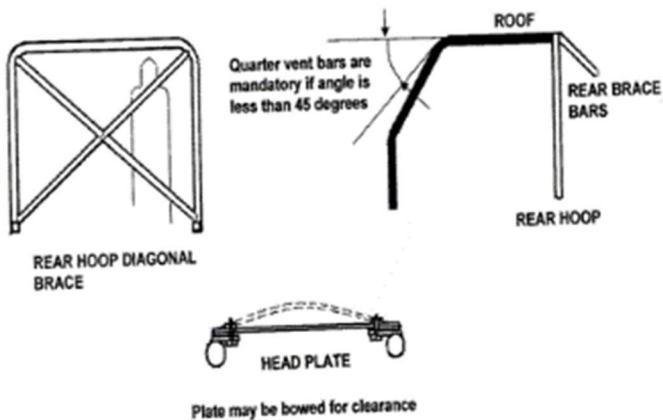


Diagram 2.

3. BODIES

- a) Race car is to use an original, complete, metal body with the suspension mounting points within 75mm vertically and or 60mm horizontally from original position.
- b) Cars may be upgraded by using later panels in same series (i.e. VN – VS Commodore or EA – EL Falcon). Rear updated panel must be attached over the complete original panel, but must be registered as the original model.
- c) All fittings such as door handles, visors, ornamental moldings, body trim strips; wheel trims etc. must be removed. All die cast, brittle plastic and chrome must be removed from the vehicle and all holes in firewall must be covered.
- d) All unnecessary flammable material must be removed, e.g. door trims, floor coverings; attached sound deadening material.
- e) All window glass and lights must be removed. Instrument glass permitted
- f) **The only panels which may be replaced** with fibreglass/aluminium replica: - max 2mm thick. Under panel

reinforcement plate not permitted. Doors, bonnet (may have moulded scoop- no holes), boot, front guards, nose. If original doors fitted, they must be securely bolted or welded shut

- g) Replacement panels must be securely fastened; self-drilling (TEK) screws not to be used on outside of body.
- h) **The only panels which may be removed:** Radiator support panel, front guards and inner guard panels forward of front suspension mounts, roof inner panels ONLY at the points where interference with the roll cage occurs, dash panel, boot inner panels, boot floor and/or rear wheel arch sections rearward of the rear axle centre-line, **rear quarter panels from rear window base line. Rear body silhouettes to be retained.**
- i) If front guards and or 1/4 panels are removed must be replaced with fibreglass replica.
- j) Steel bonnets and boots must have a minimum of 2 x 12mm bonnet pins and 2 quick release lock pins at front and secured at back.

Skeletonising not permitted on hinged panels within 50mm hinges. The hinged panel to be welded to the bonnet or boot skin.

Fibreglass or aluminium front bonnet to have a minimum of 5 x 12mm bonnet pins and 5 quick release lock pins 3 front, 2 rear. Rear fibreglass boot to have a minimum of 4 x 12mm bonnet pins and 4 quick release lock pins 2 front, 2 rear. Quick release lock pins 3mm min. to 6mm max.

Bonnet pins are to be in the bonnet not sides of mudguards.
- k) Bonnet pins to be minimum 12mm maximum 16mm.
- l) Heavy duty large reinforcing washers (min 32mm O.D.) to be fitted to all fibreglass bonnet and boot pin holes or worn holes in steel bonnets and boots.
- m) No tek screws outside body.

- n) No tow bars permitted.
- o) Subframe barwork forward and rearward of rollcage maximum size 50mm x 50mm x 3.2mm RHS or 50mmOD x 3.2mm WT CHS. Modified original front subframes to be supported by subframe barwork at two points each.
- p) If rear wheel arches need to be enlarged for tyre clearance, the original wheel arch may be split and an insert fitted, and the remainder of inner and outer arch panels must be re-welded.
- q) Inner front wheel arches and fender skirts where they attach to the sub frame and floor area may be re-positioned for wheel clearance maximum 50mm.
- r) Front wheel drive cars with transverse engine may modify the engine cradle assembly to strengthen the engine mount.
- s) Rear SPOILER and/or front air dam permitted. Spoiler or Aerofoil not to be above half rear window height, not wider than waistline of the car at that point, nor further to the rear than the back of an original rear bumper.
- t) Other aerodynamic aids NOT permitted.
- u) All Bodywork, including any subsequent repair of race day damage, shall be to a Tradesman-like standard and must permit the vehicle to be presented in as near to original condition as possible.
- v) Paintwork and Signwriting: All paintwork, signwriting and numbers to be neat, attractive and of professional standard. The name of the driver will appear on the roof over RH door or on visor strip, in letters of a minimum of 50mm high. Battery location to be indicated by BLUE Triangle (50mm x 50mm) on the body, adjacent to the battery.
- w) Fuel Tap lever or switch to be marked indicating FUEL and the positions ON/OFF.

Kill Switch to be clearly marked, in contrast colour, for method of operation e.g. DOWN/OFF.

- x) Except for the bumper and bumper support bars, all barwork outside the sub-frame skirts forward of the firewall, i.e. Under front guards, shall be a maximum outside dimension of 25mm and a maximum wall thickness of 3.2mm. Max 3 braces per side, one may be a vertical upright attached to the bumper support. No other bar work to attach to bumper bars or supports.
- y) Fuel tank area must be accessible for scrutineering, 300mm x 300mm (access panel may be in rear parcel shelf, deck panel or be the boot lid).
- z) Grille may be fabricated but is to resemble the original. Multi-piece sheet metal, brittle plastic, or die cast grille and/or fittings not permitted.
- aa) Cars may have a wheel arch flare Flares to be of body material or fibreglass only. Maximum 100MM PER SIDE.
Flare edges and/or guard edges can be reinforced. (10mm tube only)
- bb) Headlight and tail light apertures to be covered with fiberglass or body thickness metal.

4. BUMPER BARS & OPTIONAL EXTERNAL BARWORK:

Original OEM type Steel or plastic road car bumper bars mandatory (no factory overrides or inserts) but may be reinforced with max. 42mmOD x 3.2mm WT CHS

Bumper/s to be securely mounted in original position using original brackets or supports of a minimum of 100mm from the rear of the bumper tube. Maximum support size, CHS 42mm x 3.2mm, 40 x 40 x 3.2mm RHS or 50 x 25 x 3.2mm RHS only, i.e. gussets are not to be used. Bumpers are not to tie to under-guard bar work.

Front &/or Rear: Original plastic bumper bar can be reinforced by max. 42mm OD x 3.2mm WT CHS steel bumper bar. Bumpers are to remain hollow.

Corners and the ends of front and rear bumpers to be radius formed, 100mm minimum.

Maximum of four mounting points on front bumper bar.

Maximum of six mounting points on rear bumper bar.

Returns and bumpers to be flush fitting with the body, within 25mm.

Anti-hook-up bars from returns of Front and Rear bumpers to be extended onto the stay bars or front subframe bar work.

FRONT bumper Maximum returns 300mm, Minimum 100mm.

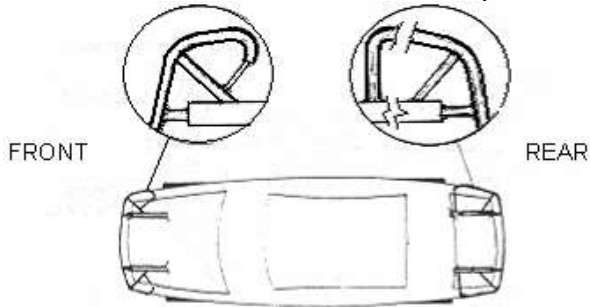
REAR only: Returns of rear bumper may be extended as a skid rail against outside of body between bumper and wheel arch, and then extend inward to the rear subframe or barwork.

REAR OVERRIDE BAR: An override bar may be used. Constructed of maximum 25mm OD x 3.2mm WT it shall be no wider than the boot panel and shall be mounted centrally on the bumper bar at no more than four points, be VERTICAL and be max. 100mm high. Brace bars are not to be used.

FRONT OVERRIDE BAR: An override bar may be used. Constructed of CHS maximum 25mm OD x 3.2mm, Maximum 600mm long, 150mm high and mounted centrally on top of bumper at three points only, i.e. it must have centre mount.

Except for the bumper and bumper support bars, all barwork outside the sub-frame skirts forward of the firewall, i.e. Under front guards, shall be a maximum outside dimension of 25mm and a maximum wall thickness of 3.2mm. Max 3 braces per side, one may be a vertical upright attached to the bumper support. No other bar work to attach to bumper bars or supports.

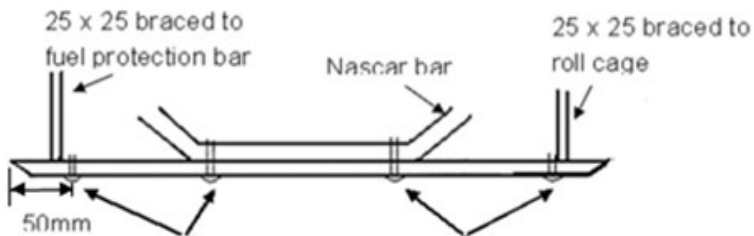
All bar work forward of windscreen to be below top of dash bar.



OPTIONAL RUB RAILS:

Rubbing rail between wheel arches permitted, maximum 25mm x 25mm x 3.2 WT RHS, to be securely attached against outside of body by four (4) reasonable evenly spaced points, using minimum 4 x 12mm mild steel coach bolts (cup heads) or M10 grade 8.8 coach bolts (cup head). Through onto bar work mounting points, ends of strips to be chamfered and filled in, mounting bracket to be no larger than 25mm x 25mm x 3.2 RHS where necessary (i.e. onto rear bar work) any holes in bar work must be sleeved and sleeves must be welded in place.

No other material may be placed inside rubbing strips, end mounts to be within 50mm of ends.

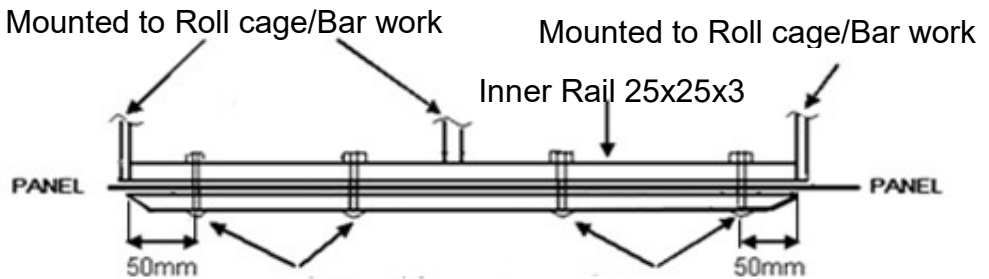


Minimum 4x 12mm mild steel coach bolts (cup heads) or 10mm x 8.8 cup heads approx. equal spacing's

Rub strips may be fitted with inner support strip maximum 25x25x3 rhs securely mounted at minimum 3 points to bar work, outer rubbing rail to be bolted to inner strip with four bolts as above.

Inner support strip to be returned to bar work at each end.

See Fig.10.



Minimum 4x 12mm mils steel coach bolts (cup heads) or 10mm x 8.8 cup heads approx. equal spacing's

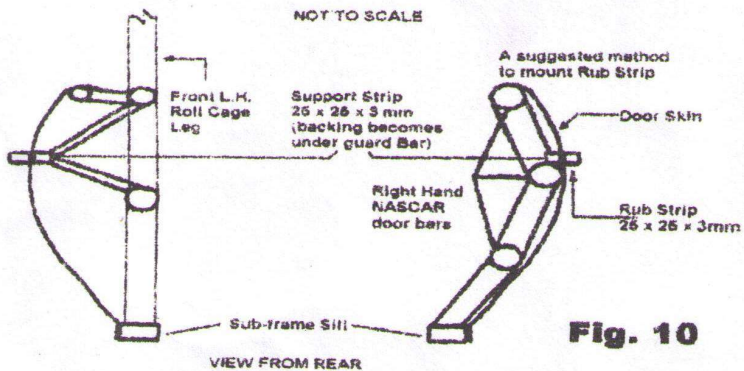


Fig. 10

5. SUSPENSION:

A GOS race car must use a complete metal body with the suspension mounting points with in 75mm vertically and or 60mm horizontally of original position and being used.

Coil over shocks permitted, must remain in original position.

Suspension mounting points are defined as: -

Mounting points of suspension arm either end; shock absorber either end; strut, either end.

Front and Rear Suspension to remain of standard type except that the use and position of Panhard bars and/or sway bars is optional.

Suspension arms may be fabricated must retain original designed function and must not vary in length whilst in motion.

Suspension components must attach directly to mounting points.

Original Front cross-member to be used.

Mass produced passenger car front stub axles must be used.

Front hubs to be of a mass-produced passenger car type and mount directly to stub axles.

When McPherson or Chapman strut suspension system is used, mass produced passenger car stub axle and matching original shock absorber tube MUST be retained and used.

The upper and lower spring mounting may be adjustable.

Use of struts and inserts, homologated for use in Group A road racing cars permitted.

Weight jacking systems incorporated into the spring mountings are permitted but are not to be adjustable from the Driving seat.

5th ARMS lift bars, or any derivatives are not accepted in Class.

Additional shock absorber/s, strut bar/s., and/or spring/s not permitted.

Rear leaf springs: are to remain visually standard, fore and aft of the U bolts, including shackle plates. Lowering blocks permitted.

6. STEERING: Quick release steering wheel is mandatory.

Original type must be used. E.g. Rack remains rack.

Must be in sound condition.

May be modified.

Steering joints to be split pinned as required.

Wire spoke or wood rim steering wheels not permitted.

Steering column to be securely mounted to the roll cage dash bar.
Hub of steering wheel to be padded with dense resilient foam and covered.

7. BRAKES:

Foot operated hydraulic brakes to be fitted and be effective at race speeds.

Brakes to be fitted to a minimum of three (3) wheels.

Right Hand Front brake only may be removed.

Electronic ABS not permitted. Cabin adjustable brake systems permitted.

No carbon fibre components to be used.

8. ENGINE:

Early model engines may be used in late model bodies of same make and model Example: Holden inline six or V8 into VN/VT commodore using VK K frame up to VS and VT series 1 V8 K frame in VT. 4.1lt cross flow in to EA and later fords.

No late model engines allowed in early bodies.

No firewall modifications allowed.

Extractors may be used.

If resilient engine mountings are used, a wire cable or chain restraint must be fitted.

Remote oil filters, coolers, air cleaners etc. to be isolated from driver and passenger, mounted securely, and not impair vision through cabin.

Radio Telemetry TO or FROM a car or cars will not be permitted.

Computer not to be adjustable from drivers or passenger seat.

- a) Engine block to be of original type and make for model, not after market alloy or iron replacement.
- b) Engine changes permitted if of same make, series, type and configuration as original for model.
Race engine to be based on passenger car engine only.
Manufacturer's markings to remain on engine block castings.
- c) Crankshaft stroke is optional and aftermarket cranks allowed.
Harmonic balancer optional.
- d) Remote oil pump permitted. External oil feeds to bearings permitted.
- e) Dry sump lubrication not permitted.
- f) Engine to be mounted in original position, i.e. Slant six retains the angle and vertical six remains vertical.
- g) Camshaft and rockers open (camshaft that operates the valves must stay in original location) to OEM.
Ignition not restricted. Conventional distributor may be added.
- h) All connecting hoses, couplings etc., to be correct class of fittings for the purpose.
- i) Cylinder heads open. Alloy and aftermarket allowed.
- j) All engines may use any safe form of fuel injection or carburetion.

Forced induction NOT permitted.

Aftermarket fuel pumps and fuel regulators are permitted.

Computer Control Units are not restricted. The standard modified or replacement CCU does not have to control ignition function.

Computer control unit not to be adjustable from drivers or passenger seat.

Return springs must be fitted to each butterfly shaft (in-built springs accepted), and one spring to accelerator pedal linkage.

Air cleaner to be fitted over air intake to prevent entry of foreign objects to the butterflies and also to act as a flame trap.

Inlet manifold, fuel injection and carburettors open. Multiple carburettors allowed.

9. COOLING SYSTEM:

Cooling system may be modified.

All pipes, hoses and pumps in cabin to be ducted or lagged with suitable material. **If passenger seat fitted, coolant hoses and pipes in passenger area must be lagged and ducted.**

All radiator hoses to be of fabric reinforced material, plain moulded rubber hoses not permitted. Radiator pipes to be of steel, aluminium or copper tube, all hoses to be fitted with correct clamps.

Pressure relief Lever vent type radiator caps or taps to be fitted to all radiators to release pressure before loosening or removing radiator cap.

Taps and overflow tubes to be fitted with hose to direct steam to ground.

Lower "radiator" cap or caps fitted to tanks with taps to be lock wired for safety. Push button pressure relief cap not permitted.

Radiators may be mounted inside cabin provided that they are mounted as low as possible in the rear of the vehicle and suitably isolated from the driver and passenger. The upper half of rear window opening **MUST NOT** be obscured by the rear radiator. Radiator ducting shroud, if used, to be maximum of 600mm forward of the radiator and must not obstruct more than half the rear window height.

Radiator core may form part or rear fire wall.

A section the size of the radiator top tank may be removed from rear parcel shelf to allow radiator tank to fit, opening, cap and tank to be suitable covered.

Cabin mounted radiators must have BOTH tanks fully covered to protect driver in event of a cap or tank blowing.

Hoses to be as short as possible and fitted to radiator from rear side.

All radiator coolant pipes, hoses and pumps in cabin area must be inside roll cage and bar work.

Cabin mounted fans to have shroud or suitable guard.

10. BATTERY / ELECTRICS:

Battery must be securely mounted to and inside roll cage or rear bar work (not to floor or bumper bar bar work) in a suitable cradle. All batteries to be fully enclosed i.e. battery box. Marine type box acceptable. Must have a steel angle frame that covers four (4) sides of the battery top and bottom. Bottom frame to be securely mounted to bar work. Angle to be a minimum 25mm x 25mm x 3mm steel. Frames to be connected with a minimum two (2) 8mm rods/bolts. It is recommended four (4) bolts be used.

Battery to be mounted behind rear roll cage hoop if passenger seat fitted.

Battery maybe mounted in boot using mandatory top and bottom frames, battery must be covered.

Battery NOT allowed in engine bay.

A blue triangle of 50mm x 50mm x 50mm to be placed on the outside of the car to show the position of the battery.

Suitable grommets must be fitted where battery cable passes through metal firewalls.

At the commencement of a meeting, car must be capable of starting with starter motor.

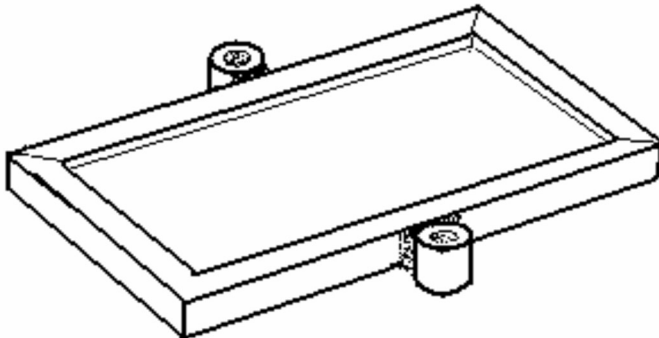
Switches: Ignition switch and electrical fuel pump switch, if fitted, must be grouped together and be clearly marked.

Electrical switches NOT to be mounted through the floor.

All electrical items to be securely and properly fitted and insulated

It is recommended that rubber covering be placed over the battery and the exposed metal of the cable terminals to reduce acid spillage and to reduce chance of arcing if metal contacts battery in any incident.

Example Of Mandatory Battery Clamp/Hold Down Frame



Frame 25 x 25 x 3mm Angle – Top and Bottom

11. KILL SWITCH:

An external kill switch of contrasting colour must be fitted to the middle of the cowl panel forward of windscreen mesh and be clearly marked with ON/OFF and method of operation. The purpose of the kill switch is to kill the engine, ignition and all electrical items. Type of fuel being used to be marked at Kill Switch.

12. TRANSMISSION:

Automatic and manual transmissions permitted.

ELECTRONIC TRACTION CONTROL NOT PERMITTED

Every race car is to be fitted with a clutch so that the engine may be started and then the vehicle is put into gear and move off in forward or reverse as required.

- a) Gearbox must have a minimum of two forward gears and reverse gear.
- b) All drive line components must be derived from mass produced passenger cars remain visually standard externally. Subject to correct track measurements, internal modifications are permitted except that the use of “quick change” systems in the driveline is specifically prohibited.
- c) For SAFETY ‘full floating’ rear axle assembly recommended. Conversion to floating hubs permitted.
- d) Cars fitted with auto transmission must fit a scattershield
Automatic driven vehicles can run a transmission oil cooler.
Must be mounted in engine bay.

When using an Automatic a working gearshift activated inhibitor switch **must** be used.

Floor shifts must have a knob fitted and a correctly fitting boot.

REAR AXLE BEARING RETAINING RINGS. If using a rear axle assembly not fitted with floating axles, a new retaining ring must be fitted at replacement of bearing or axle. Ring must be an interference fit with the axle, when in place the retaining ring is to be tack welded to the axle using MIG or a small diameter low hydrogen rod on low amperage.

FAILURE TO OBSERVE THIS PROCEDURE WILL INCUR A PENALTY, ESPECIALLY IF AN AXLE IS DISLODGED.

13. TAILSHAFT:

The tailshaft must be fitted with 360-degree hoops at the front and rear.

Front hoop to be minimum 40mm x 5mm FMS, 50mm x 3mm, 5mm chain or 6mm wire cable or equivalent, be round, no larger than twice the diameter of the tailshaft, and be securely mounted approximately 150mm from the universal joint. 6mm minimum chain securely mounted through the floor can form lower part of hoop.

Rear hoop to be as above except that it may be elongated vertically to permit suspension movement.

Full chain hoops permitted.

Tailshaft and universal joints to be correctly phased and be suitable for the application.

Tailshaft may be of one piece or two-piece types, conversion is optional.

No carbon fibre tailshafts allowed.

Two-piece tail shaft to have two loops per shaft.

Aluminium tail shafts to be professionally welded.

14. EXHAUST:

- a) Mufflers must be fitted, and the noise level must not exceed 95 decibels or track requirements.
- b) All exhaust gases are to be directed away from driver, passenger, fuel tanks and tyres and finish behind rollcage.
- c) Exhaust systems to have not more than two outlet pipes, and not protrude beyond body line.
- d) If exhaust system is under floor, safety chains minimum 4mm will be fitted to front and rear of pipes and secured to floor pan or sub-frame and must exit out behind the rollcage and be securely mounted.

- e) Internally ducted exhaust system may vent through the body not higher than 100mm above the door sill panel, using a slip joint.
- f) The exhaust must be fitted underneath the vehicle when passenger seat fitted.
Driver and passenger to be suitably insulated from exhaust system.

15. FUEL TANK AND FUEL SYSTEM:

Only unleaded pump fuel commercially available to the general public at a service station must be used.

Type of fuel being used must be marked at kill switch, fuel tap and on boot lid or parcel shelf near filler cap.

- a) Original fuel tank must be removed and replaced by a tank of up to 60 litres. Fuel tank is to be isolated from driver by a minimum .9mm metal firewall.

Area beneath tank may be cut out giving adequate ventilation and ensuring that spillage cannot remain in vehicle.

Unleaded fuel only to be used.

Pressurized fuel tank/s NOT permitted.

No Jerry cans permitted.

- b) Filler cap to be a positive seal (not tapered thread), behind a firewall and inside boot.

Levers on cam locked caps to be clipped.

Metal fuel tanks over 25 litres must be baffled. All joints to be welded to a professional standard.

Fuel tanks to be constructed of min. 1.0mm steel or mm. 3.0mm

Commercially available competition type “plastic” and aluminium tank permitted with side outlet. Side fittings to be protected from intrusion by bar work.

Metal fuel filler rings on plastic fuel cells must be fitted with earth strap to bar work or body.

Fuel pick up fittings (etc) to come from top of all non-commercially available competition type fuel tanks. OEM side mounted fuel pump and pickup assembly may be fitted to side of tank. Pick up from bottom of tank not allowed. Side fittings to be protected from intrusion by barwork.

- c) A flexible fuel line section must be fitted within 75mm of fuel tank and engine, all fuel lines to be securely fixed in position.

Barbed fittings of the correct size must be used in conjunction with screw type clamps when connection flexible fuel line. (Genuine SAE R6 fittings and hose exempted).

Neoprene, reinforced plastic or "Black Fuel Line" may be used.

OEM type Bundy steel tubing may be used through the car or under the car.

Flexible fuel lines can pass through the cabin area.

No aluminium fuel line between tank and engine.

High pressure lines are to use high pressure hose and fittings.

The fuel line to the engine must be fitted with a quick action NON-LEAK fuel tap or valve, in working order.

The tap, actuator or switch is to be mounted within easy reach of driver and crash crew, and clearly marked "FUEL" ON-OFF.

Solenoid valves or remote mounted fuel taps are permitted.

Tap, fuel line and gauge are the only parts of fuel system allowed in cabin

Return fuel line to have one-way valve fitted near tank.

Tank vents to be fitted with an anti-spill one-way valve and exit thru boot floor if floor fitted.

- d) Electric fuel pumps, fuel filters, fuel pressure taps not to be mounted in cabin, must be mounted within barwork and electric fuel pumps must be wired with an independent earth. The pump MUST be controlled by the "KILL" switch.

e) EFI fuel pump must be fitted with engine monitoring relay to stop fuel pump running when engine stops.

f) Fuel lines **MUST BE ISOLATED** from electrical wiring.

Tank to be securely mounted inside bar work in the boot area of the car, in a suitable metal cradle attached to bar work (**Option A modified sedan type**) with a minimum clearance of 150mm forward of the boot panel, or (**Option B standard saloon type**) mounted centrally between wheel arches with rear of tank no further back than rear of wheel arches, and isolated from driver by a metal firewall.

Mounting brackets are not to be welded to fuel tank. No aluminium straps or fittings permitted to secure tank.

Mounting brackets not to be welded to tank.

Fuel tank straps to be steel minimum 25mm x 3mm or 5mm steel chain for tank capacity of 32 litres or less, or minimum 32mm x 3mm for 33 litres to 60 litres.

g) Tank to be protected by substantial bar work on all sides.

FUEL PROTECTION: Cars with a fuel tank behind wheel arch must have fuel protection bar work as in Option A Diagram 3.

FUEL PROTECTION BAR WORK. OPTION A.

All rear barwork behind main rollcage hoop to be a minimum 34mm OD x 3mm WT CHS.

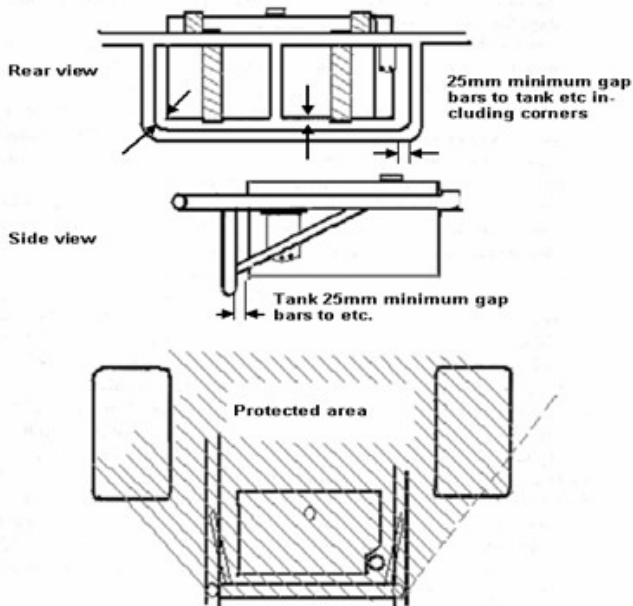
Tanks to be securely mounted in the boot area of the car, in a suitable metal cradle attached to the bar work, with a minimum clearance of 150mm forward of the lower rear end of the boot panel and 300mm minimum from side of vehicle and isolated from driver by a metal firewall. Rear braces to be attached to top of roll cage rear hoop no more than 200mm from outside of roll cage leg. Tank to be protected by substantial bar work on all sides.

Rear fuel tank protection bar: Bar must be constructed of minimum 38mm x 3mm CHS, or 40mm x 40mm x 3mm RHS and be 25mm clear

all around tank and filter, projecting a line from the rear wheel centre to the bar. Bar is to prevent side entry to tank by nose of another vehicle. Protection bar must be 25mm higher for tanks above lower bar work or 25mm lower than an under slung tank and mounted as per diagram 3. (Brace bars do not constitute Bumper mountings.)

FUEL TANK PROTECTION BARWORK OPTION A DIAGRAM 3

Rear fuel tank protection bar; bars for fuel tank that are above or below rear bar work, behind rear wheel arches. (below bar work shown).



Cars with a fuel tank forward of wheel arch must have either fuel protection bar work as in Option A Diagram 3.

Or

Option B Diagram 4.

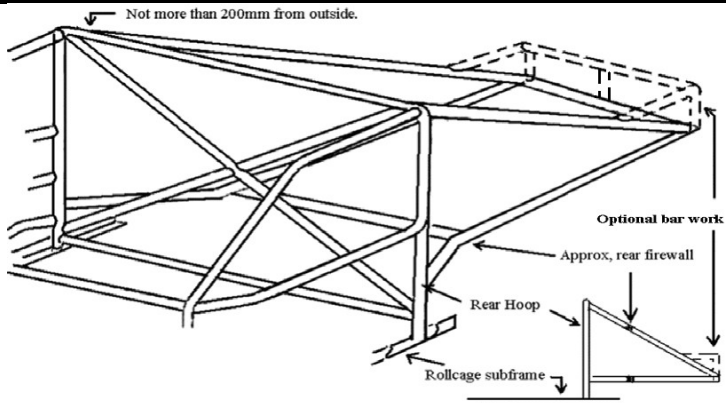
Fuel Tank Protection barwork Option B
(Standard saloon type)

All fuel tank protection bar work to be a minimum 34mm OD x 3mm WT CHS, maximum 42mm OD x 3mm WT CHS.

To be welded to rear roll cage hoop. Bar work may follow contours of boot floor and may be attached by a maximum of four x 50mm fillet welds to floor or two 12mm steel bolts through the boot floor not chassis rail, using two 100mm x 100mm x 5mm steel plates or one 50mm x 50mm x 4mm steel angle (no wider than inside of rear wheel arches) above floor, and 100mm x 100mm x 3mm steel plates under the floor. Rear braces to be attached to top of roll cage rear hoop no more than 200mm in from outside of roll cage leg. Lower bars to be no wider than inside rear wheel arches, minimum width 800mm. To be no closer than 150mm to rear inner face of boot panel. One (1) pair of reward bars may be crossed.

Bar may be joined by sandwich plates or sleeved-joints to be minimum 500mm from rear of roll cage. Sandwich plate size maximum 150mm square, minimum thickness 5mm, using four (4) 10mm high tensile bolts per join. Alternatively, bars to be sleeved a minimum 150mm and welded. Optional, extra protection barwork, **maximum 200mm high** as per diagram.

FUEL TANK PROTECTION BARWORK OPTION B DIAGRAM 4.



16. WHEELS & TYRES:

Wheels 8inch maximum width, including bead lock attachment.

Maximum rim diameter 20inches.

Wheels must be in good condition and free from cracks only All wheel nuts to be open ended.

Competition beadlocks are the only form of mechanical tyre attachment permitted IE: no screws into tyre bead.

Competition type "Wide Five" wheels and hubs NOT permitted.

Dual stud pattern drilling is NOT permitted.

Wire wheels and/or dual wheels not permitted.

Composite type wheels with non metal parts NOT permitted.

Balance weights not allowed.

Rim edges to be rolled or rounded off if rim protrudes past the tyre side wall.

"Mag" Wheels: 2 pieces and 3 pieces permitted e.g. (dragways)

Wheel spacers only allowed.

Wheel nuts to be fully engaged. Wheels fitted with spacers must have wheel studs a minimum of 10mm past outer face of wheel nut. Standard wheel with standard wheel studs and nut without spacer does not require the above 10mm protrusion.

Wheels fitted with wheel cover must use correct wheel manufactures attachments only, covers may be required to be removed for scrutineering purposes.

Correct matching open-ended nuts and washers must be used.

Wheel studs or wheel nuts not to protrude past face of rim.

Wheel studs 12mm minimum, 4-cylinder cars may use minimum 7/16 studs.

Tyres must be in good condition maximum width 265 series.

Tyres of V rating maximum allowed.

No snow, rally or performance tyres permitted. McCreary, Hoosier, diamond back, road or track (NOT ALLOWED).

RECAPS AND REGROVING ALLOWED. If a tyre cannot be identified (recap make or rating) they will be deemed an ILLEGAL TYRE. Vehicles using 4 stud patterns can be converted to 5 stud pattern using professional methods.

17. WHEELBASE AND TRACK:

Wheelbase Original, within 1% ABSOLUTE. (Add together measurement from centre of wheel to centre of wheel on right side (A) and left side (B) then divide by two for wheel base.)

Track to be standard plus 100mm for vehicle being used. This is the maximum allowable measurement. Measured from centre of tyre to centre of tyre **at axle height**.

18. BALLAST.

Each piece of ballast must be painted white with registered car number painted in black.

If ballast is dislodged from race car during an event penalties may apply.

Maximum ballast size 610mm x 100mm x 50mm.

Ballast must be mounted to rollcage / barwork or chassis and mounted below top nascar door bar height.

Mounting bolts to pass through ballast.

If attached to rollcage/barwork tubing correct mounting brackets to be used i.e.: AFCO.

If attached to chassis must be attach direct to chassis using half inch high tensile bolts and nylock nuts. Bolts to go directly through chassis using proper engineering practice. (sleeves and washers).

Ballast up to 305 long minimum 1 bolt.

Ballast between 305mm and 610mm minimum 2 bolts.

Maximum 10kg per piece of ballast.

Maximum 40kg of bolt on ballast allowed.

19. MIRRORS:

Mirrors NOT permitted.

20. PADDING:

All projections that may present a danger to the driver/passenger must be suitably padded.

21. DIRECTION OF RACING:

Anti clockwise.

22. ENGINE INSPECTIONS:

Any competitor may have their motors inspected at any time, engine inspection to be in accordance with Technical Committee direction. Only VSC Inc. registered seals to be recognised.

All engines to have provision for sealing of engine at race meeting (i.e.: sump and heads to block and manifolds to head).

23. DIMENSIONS:

Note: - Front and Rear Track include +100mm

HOLDEN			
		Front-Track-Rear	
Model	Wheelbase	mm	mm
LJ Torana	2540	1421	1395
LH/LX Torana	2591	1497	1472
UC Torana	2591	1515	1482
VB-VK Commodore	2668	1550	1520
VL Commodore	2668	1550	1533
VN Commodore	2731	1555	1580
VP Commodore	2731	1551	1578
VR-VS Commodore	2731	1591	1591
VT Commodore	2788	1670	1690
VX Commodore	2788	1670	1690
VY Commodore	2788	1670	1690
VE Commodore	2915	1702	1718
TX Gemini	2404	1400	1410

FORD			
		Front-Track-Rear	
Model	Wheelbase	mm	mm
TD Cortina	2581	1522	1522
TE Cortina	2578	1526	1526
TF Cortina	2580	1520	1520
XD Falcon	2807	1660	1626
XE Falcon	2794	1652	1637
XF Falcon	2829	1647	1625
EA Falcon	2794	1646	1633
EB-EF Falcon	2794	1654	1633
EL Falcon	2791	1666	1647
AU Falcon	2793	1666	1647
BA-BF Falcon	2829	1653	1671
FG Falcon	2838	1683	1698

CHRYSLER – MITSUBISHI			
		Front-Track-Rear	
Model	Wheelbase	mm	mm
VK Valiant Charger	2667	1581	1591
KB/KC Centura	2667	1520	1510
CL Valiant	2819	1581	1591
RB/RC Colt	2380	1470	1440
GE/GH Sigma	2515	1470	1450
GJ/GN Sigma	2530	1480	1450

TYRE RATINGS

A1- A8	5-40 Km/h
B	50 Km/h
C	60 Km/h
D	65 Km/h
E	70 Km/h
F	80 Km/h
G	90 Km/h
J	100 Km/h
K	110 Km/h
L	120 Km/h

M	130 Km/h
N	140 Km/h
P	150 Km/h
Q	160 Km/h
R	170 Km/h
S	180 Km/h
T	190 Km/h
U	200 Km/h
H	210 Km/h

No soft compound re tread tyres allowed

23. JUNIORS:

Minimum age for juniors is 12 years old.

24. SPECIFICATIONS:

Specifications current until 30 June 2020.

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