

VICTORIAN SPEEDWAY COUNCIL INCORPORATED VSC FORMULA 500 2015-2018 SPECIFICATIONS

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)

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. **The only IMPACT RACING safety attire accepted is to have relevant SFI label with date of manufacture 2009 or later on label.**

PROTECTIVE CLOTHING

RACE SUIT: Driving suit must meet minimum standard of either SFI 3.2A /1 or FIA 8846-2000. 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.

Two piece suits **NOT PERMITTED.**

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

No jewelry to be worn.

UNDERWEAR Full length underwear meeting minimum standard of either SFI 3.3, FIA 8586-2000 **“MUST”** be worn by all drivers and passengers.

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.

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 SFI 3.3, FIA 8586-2000. 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 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 conform to a minimum standard AS 1698, Snell 2010, Snell 2015 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 to be obtained from Technical Committee before painting.

NECK BRACE (HORSE COLLAR) / HEAD & NECK RESTRAINT

Approved head and neck restraints (e.g. ‘Hans’ type devices) can be used in lieu of horse collar neck brace. A neck brace to minimum SFI 3.3 standard is compulsory. 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 authorized installer as directed by the manufacturer and must be SFI 38.1 and or FIA approved.

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 license under Vic Roads licensing and/or Medical Practitioner stipulates that the optical glasses must be worn for reason of V.S.C. 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, steel or aluminium bucket type seat incorporating a substantial headrest, must be used. **(Alternately aluminium seat and headrest must be securely attached directly to chassis and inverted "V" brace)**. 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. The use of mass produced, competition-based alloy seats with lightening holes is permitted. E.g. Kirkey/Butler. All holes are to be swaged as per manufacturer's specifications. The use of one-off type seats without holes is permitted subject to VSC technical committee approval, log book to be endorsed. Minimum 50mm clearance Helmet to top of 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 head rest contact area and to be within easy contact of helmet. Minimum width 150mm.

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Seat base to be mounted to chassis at a minimum of two (2) points using 8mm bolts and minimum 40mm diameter body washers.

Seat back to be braced to and attached to roll cage approximately 75mm below shoulder height using a minimum of two 8mm bolts and minimum 40mm 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, 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.

An approved type racing harness must be fitted. Must be SFI or FIA approved.

Five or six-point 3 inch harness mandatory and must be a lever latch type, narrow OEM crotch strap permitted. Harness to be fitted to manufacturer's specifications or for existing fitment the following guide lines.

SFI or FIA approved head and neck restraint (e.g.: 'Hans' type devices) seatbelts permitted when restraint is used.

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 must be on roll cage or chassis or cross frames, not on sheet metal.

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 an object 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(vi)]

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.

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

ARM RESTRAINT & MINIMUM RIGHT HELMET NET MADATORY:

LICENSING:

Only VSC licensed persons may participate as a driver or passenger.

INSURANCE:

Proof of accident coverage is compulsory for drivers.
 Ambulance membership is compulsory for drivers.

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.

Operating one way communicator is to be presented at scrutineering.

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

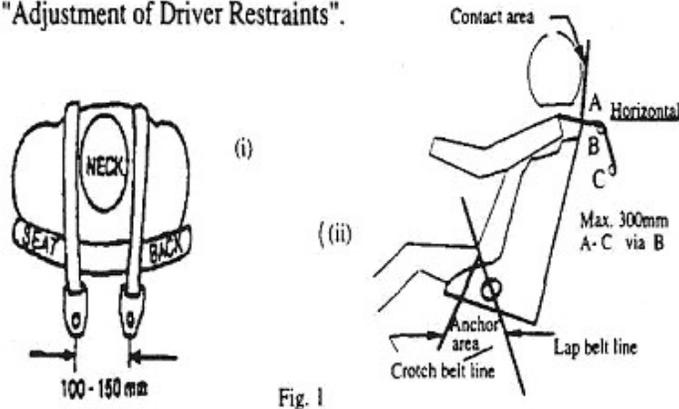
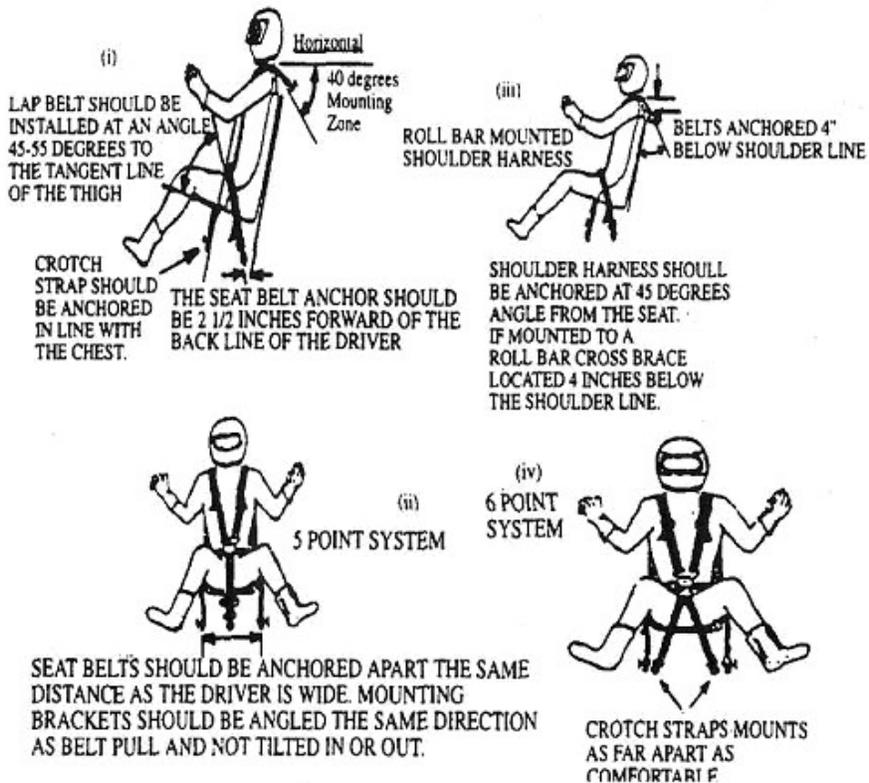


Fig. 1



CLASS SPECIFICATION VSC FORMULA 500

MAJOR CLASS FEATURES:

Single rear or side mounted engine only, Single cylinder 2 stroke, single or Multi-cylinder four stroke engine only. Engine to be as originally manufactured (no composite engine), Maximum 500cc original engine displacement.

WHEEL BASE, TRACK AND WEIGHT SPECIFICATIONS:

Minimum wheel base 1520mm

Maximum wheel base 1670mm

Wheel track maximum 1450mm front and 1500mm rear outside wheel or beadlock

Minimum car weight 158.16kgs

Maximum car weight 250kgs

MOTOR SPECIFICATIONS:

1. Original engine size maximum 500cc maximum capacity allowable 525cc. All engines are to be naturally aspirated (carburetor) with no forced induction or fuel injections allowed.
2. Only single or multi-cylinder 4 stroke or single cylinder 2 stroke engines allowed.
3. Engines can be air, water or oil cooled and must be chain drive only.
4. All engines to use methanol fuel, with lubricant additives only. No artificial aspiration or performance additives in any form.
5. Fuel type must be clearly labeled in contrasting colour on or near the fuel filler and fuel tap with minimum 30mm letter size and adjacent to "KILL SWITCH" marking on front outside body work minimum 25mm letter size.
6. Cars must be fitted with a full suitable muffled exhaust system. Installed to direct exhaust gases away from driver, fuel tank and tyres, engine must be fitted with functioning air filters.
7. Engine may be self starting.
8. Rear or side mount engine chassis only may be used.

DESIGN AND CONSTRUCTION:

1. All phases of design and construction of any car are subject to the approval of the Technical Committee. The Technical Committee may exclude any car, design or construction which they deem to be dangerous.

2. The Chief Scrutineer and Machine Examiner have the right to exclude any vehicle from any event if the vehicle is in an unsafe condition or does not comply with these specifications and order the vehicle to be brought to a proper condition before being presented for scrutineering.
3. Cars are to be constructed of only top grade materials and built to a professional standard with welding and method of attachment of all parts and components entirely safe and track worthy. All steel tubing or section used shall not be coated or plated material before welding. No welds to be covered by synthetic filling. The use of carbon fibre in car construction is not permitted.
4. The following components must have locknuts, lock wires or split pins, all steering components and bolts, and suspension components and bolts.
5. Any existing vehicles not complying with specifications may be accepted at the discretion of the Technical Committee.

BODY SPECIFICATIONS:

1. Metal firewall is to be fitted between the driver and engine as not to permit any part of the body to come into contact with the engine. No part of the engine is to be visible on the inside of the driver's compartment. The firewall is to be a minimum 1mm thick.
2. A full-length floor pan minimum thickness 1.2mm steel or aluminum is required in the bottom of driver's compartment.
3. A front bonnet and rear engine cover is to be fitted. Made from either fiberglass or aluminum, all attachments to be hand operated. (no tools needed)
4. The completed body must offer complete coverage to the driver's lower body. All vehicles must be fitted with a full body (bonnet, tail and sides).
5. A rock screen must be fitted to the windscreen area and should be made from a sturdy mesh with a maximum opening of 25mm x 25mm and a minimum wire diameter of 2.5mm. Mesh to be secured by metal connections, e.g. hose clamps, bolts or weld.
6. No plastic is to be used, except as mud deflectors for the engine.
7. Vehicle must be fitted with aluminum, fiberglass or plastic over head (top) or rear mounted wing at commencement of race meeting, no part of any wing is to obstruct driver's vision, front wing optional. Wing must be securely attached to chassis or roll cage with 4 substantial mounts (2 at front, 2 at rear). 'A' rear mounted wing dimensions, maximum overall width 1150mm, maximum height of rear wing 1725mm, height of bottom of center section of rear mounted wing if mounted above rear roll cage arch

is 80mm minimum 100mm maximum directly above rear roll cage arch , if rear mounted wing center section is behind rear rollcage arch, maximum height of front bottom of center section of rear wing above rear rollcage arch 114mm, maximum distance center section of rear mounted wing may protrude forward of rear of rear rollcage arch is 170mm (driver access through top of rollcage must not be restricted.), rear mounted wing side plate offset from center line of roll cage is 575mm or less. 'B' overhead wing to have minimum 2 quick release mounts painted in contrasting colour to allow wing to pivot out of way for easy removal of driver. Overhead wing dimensions, maximum height of overhead wing 2200mm, maximum width of overhead wing side panel to side panel 950mm, overhead wing side panel off set to center line of rollcage 475mm or less, distance between bottom of center section of overhead wing and top of front roll cage maximum 150mm minimum 95mm. All over head or rear mounted wing side panels, maximum depth 700mm, maximum length 1100mm, minimum thickness with safety and strengthening folds .7mm, without folds 1.2 mm, maximum side panels may protrude forward or rear of center section of wing 200mm, maximum overall side panel vertical offset 900mm (top of highest side panel to bottom of lowest side panel). Rear edges of side panels to be level when viewed from side of car. Length of center section or aerofoil 1000mm maximum, 700mm minimum, minimum .6mm thick with suitable frame and mounts. Front of center section of overhead wing maximum 900mm forward of rear of rear roll cage arch. Wings are to have no sharp edges, must not extend past bumper bars. Wings must not obscurer driver's view, front wing not to rise above lower windscreen height.

STEERING, SUSPENSION AND BRAKES:

1. Brakes are to be fitted to the rear axle only. May be hydraulic or cable operated by pedal or hand lever, all brake hoses, cylinders, rods, cables, drums, lever, pedals and calipers to be securely mounted. All brake components must be in good working order with no leaks, fraying or cracks present.
2. All cars to be fully suspended with either double wishbone, swing axle or live axle suspension.
3. Rod ends being used as top and bottom ball joints on front kingpins require the rod ends to be a minimum ½ inch.
4. Front & rear wishbones to be made from minimum 13mm x 1.6mm wall mild steel tube or 13mm chrome moly 4130 tube of equivalent strength. (Manufactures markings to be verified by chief scrutineer before coating).
5. Front and rear wishbone pivots and all other rod ends to be 3/8 inch minimum unless other wise stated.

6. Front live axle arrangement requires minimum rod end size to be 3/8 inch for the panard bar mounting and 3/8 inch for the radius rods.
7. Front live axles to be made of minimum 32mm x 3.2mm wall tube. Front king pins are to be a minimum of 1/2 inch diameter solid bar or high tensile bolt. A safety strap is to be welded around king pin tube and to be made of minimum 3mm x 20 mm flat, welded to king pin tube and axle tube.
8. All four corners of the car must be fitted with working springs and shock absorbers.
9. Rear swing axle suspension front pivots minimum 5/8 inch rod end, track rod minimum 20mm x 2mm tube.
10. Live axle radius rods and panard bars are too made from a minimum 12mm x 2.5mm tube.
11. All independent rear suspension rod ends are to be 3/8 inch minimum.
12. Rear live axle diameter, minimum 1 1/4 inch steel shafting. If single nut type axle is used a retainer/safety pin is required to stop the axle nut coming undone.
13. All wheel hubs to have minimum 4 x 3/8 inch wheel studs. Minimum front stub axle diameter 5/8 inch. If tube is used for kingpins, stub axle must pass through and be welded to both sides of kingpin.
14. All front live axle steering rod ends are to be of minimum 3/8inch.
15. Steering shaft is to be a minimum of 5/8 inch diameter, if universal joints are fitted they must be of automotive steering type and quality.
16. All steering components must be secured by vibration proof retaining products e.g., locktite, nylock nuts or spring washers. Full width steering draglinks to be securely tethered at both ends. (To stop a detached link becoming a spear.)
17. A removable steering wheel is mandatory using an approved quick release mechanism.

DRIVE LINE:

1. Cars are to be fitted with chain drive to the rear axle only. No shaft drives, differentials, etc are permitted. All cars must be fitted with a clutch to disengage final drive and must have a chain guard fitted to all chains to protect both the drivers and spectators from injury in case a chain were to be dislodged. All chains require a chain tensioner or guide, of mechanical, spring or round disc type.

2. No hand operated accelerator mechanism allowed, with the exception of special cases where approved in writing by Chief club scrutineer.
3. Oil drains to be directed towards ground or in to a sturdy catch can.

ROLL CAGE AND CHASSIS:

1. A full roll cage must be fitted with a minimum inside measurement of 450mm x 450mm around the top hoop of the cage. Roll cage must provide a minimum clearance of 50mm from the top of the driver's helmet to the top of the cage when measured parallel to the top of roll cage.
2. Roll cage to be constructed of round tube minimum 25.4mm x 2mm seamless drawn or welded and drawn tube or chrome moly 4130 steel tube minimum dimension 25.4mmx1.7mm may be used (Chief scrutineer must verify manufactures markings on tube before roll cage is painted and endorse log book). High carbon, water, steam or exhaust tubing is not to be used for any roll cage component. Top of rear arch to be splade 50mm wider than the top of chassis. The front and rear roll cage cross brace between top chassis sides rails will be minimum roll cage material.

Optional side intrusion bars may be fitted to space frame chassis at mid chest height and made from a minimum of 19mm x 1.6mm steel tube. Non space frame chassis must have side intrusion bars. Adequate driver clearance must be provided.

3. Rear arch to be constructed from one piece of minimum roll cage material. With inverted "V" style brace minimum 16mm x 2mm tube or chrome moly 4130 tube minimum 16mmx1.7mm, which is to have horizontal bar minimum 19mm x 1.6mm round tube placed at below shoulder height, inverted "V" may be covered to form substantial headrest or fire wall, inverted "V" to be braced to rear arch bars to support shoulder area of inverted "V" with minimum 12mm x 1.6 round tube. Rearward arch braces to be minimum 19mm x 2mm round tube, mounted minimum 2/3 of the distance up the arch and 1/3 of the height back along the chassis
4. Top roll cage hoop around the drivers head must be gusseted on all four corners, using gussets minimum 2.5mm flat steel attached with weld for minimum 38mm or 12.5mm x 1.6mm round tube, all gussets to have open corners.
5. Space frame type chassis, top and bottom rails minimum 20mm x 1.6mm RHS or 20mm x 1.6mm round tube. With vertical uprights of minimum 12.5mm x 1.6mm tube, maximum spacing 450mm, bottom and sides to be suitably diagonally braced, there must be minimum 1 chassis cross member under seat. Any tube that complies in strength and size to 20x1.6mm mild steel tube as per Standards association of Australia may be used for space frame chassis. Chassis with chassis rails and rollcage of less than 30mmx2mm tube, must use a HIGHBAR on both sides from

- front of chassis to front top of rollcage. Minimum rollcage material to be used for highbar. Chassis with chassis rails of less than 30mmx2mm tube must have a diagonal brace in all openings in sides of chassis, from front of foot area to front of seat of minimum 12.5mm x 1.6mm tube. Chassis with chassis rails of less than 30mmx2mm tube must have a diagonal brace or braces running from right front to left rear, in floor of chassis minimum 16mm x 1.6mm tube, crossed braces minimum 12.5mm x 1.6mm tube may be used in all openings of less than 430mm long in floor. Non space frame chassis, lower chassis rail minimum 30mm x 30mm x 2mm RHS or 30 x 2mm tube. (As per diagram in rear of book).
6. If not space frame chassis lower chassis to have a minimum of 4 corner braces on the main lower rails or to be fitted with two diagonal braces running length ways from the front to the rear of the chassis. These must cover at least half of the lower chassis length.
 7. Non space frame chassis viewed from the side must have at least two diagonal braces running length ways from the front to the back of the chassis. One on the lower chassis and one to support upper rear roll bar.
 8. Lower chassis to be a minimum of 360mm wide inside and to be a minimum total chassis/roll cage height of 990mm.
 9. Front and rear bumper bars are to be fitted, when viewed from side must protrude past front and rear of car. Wedge shaped front, cars to have double rail front bumper minimum 75mm apart. Front bumpers to follow contour of body, maximum width 610mm, minimum width 400mm, minimum tube size 12.5mm x 1.6mm.
 10. Side nerf bars to be fitted and may be of double or single bar design. Maximum 20mm x 1.6mm mild steel tube. All nerf bars shall mount to chassis in three points, front mounted to lower chassis rail and rear mounted one above and one below the rear wheel center height, all three bars shall extend outwards from these mounts. Rear of nerf bar to be between 25mm to 75mm forward of rear tyre. Outer rear edge of nerf bar to be between center of tyre and 25mm inside the outer edge of tyre. Top rail of double rail nerf bars is to taper upwards from front to rear, maximum rear spacing between bars 254mm. There may be two upright brace between double nerf bars one must be at rear. Outer most part of single nerf bar to be at wheel center height. Nerf bars may form part of fuel tank protection.
 11. All tubing to be radius bent with no rippling of tube present.
 12. All chassis to be Mig, Tig, Arc or oxy welded.
 13. Absolutely no exhaust tubing allowed on roll cage.
 14. Any drilling of roll cage must be fitted with appropriate welded sleeve. (If in doubt ask chief scrutineer)

FUEL SYSTEM:

1. Methanol fuel only, fuel type to be clearly marked adjacent to kill switch, filler cap and fuel taps with minimum 25mm high letters.
2. Fuel caps must be leak proof, screw, aircraft or approved type.
3. Minimum thickness of fuel tank material: mild steel 1mm, aluminum 2mm.
4. No jerry cans, car or boat type fuel tanks to be used.
5. Fuel tanks to be no lower than lower chassis rail or higher than roll cage, to be securely mounted to bar work. All fuel tanks must have adequate protection, main bar 20mm x 1.6mm minimum, secondary bars 12mm x 1.6mm minimum.
6. All cars must be fitted with flexible fuel lines and worm drive, crimp type or threaded hose fittings.
7. Fuel and oil tanks as well as radiators, overflow catch bottles etc are to be rigid mounted, all fuel, oil and water lines are to be of approved material with all connections securely clamped in place.
8. Fuel tanks are to be made of metal, oil tanks are to be made of metal or approved plastic. Plastic oil tanks may need to be protected by metal guard to prevent damage.
9. All fuel and oil tanks to fitted with one-way valve and or vent hose that exits below chassis rail directed towards ground.
10. Vehicles must have clearly visible fuel taps of ball type construction. The valve is to be mounted as close as possible to the fuel tank and in easy reach of safety crew and must be clearly marked with the type of fuel being used, method of operation and ON-OFF. Fuel tap handles to be contrasting colour.

BATTERY:

1. Batteries are to be mounted in a four sided angle bracket (top and bottom) attached to bar work, minimum 2 x 6mm hold down bolts. With a rubber cover or battery box or container.
2. Battery to be outside driver's compartment or in box.
3. Battery box / containers to be vented at bottom.
4. Battery position to be indicated on outside of body by 50mm x 50mm x 50mm blue triangle adjacent to battery.

5. All fuel, oil, battery and electrical wiring must be securely mounted and grommeted, with electrical and fuel lines to be separated.

KILL SWITCH:

1. A push pull or toggle type kill switch is to be fitted. The switch is to be mounted to left side of the dash and backed by an orange triangle marked with method of operation.
2. Kill switch must shut down all electrics.
3. The kill switch is to be easily accessed from inside and outside of vehicle, KILL SWITCH is to be marked in contrasting colour on the outside of front body work closest to switch, minimum 25mm high.

RADIATOR:

1. All cooling systems are to be fitted with a lever vent type radiator cap to release pressure before cap can be removed, system to be fitted with vent hose, exiting below lower chassis rail to direct steam and water toward ground.
2. A metal firewall minimum 1mm thick must be mounted between radiator tanks and driver, fin area of radiator to be only area visible from driver's compartment.

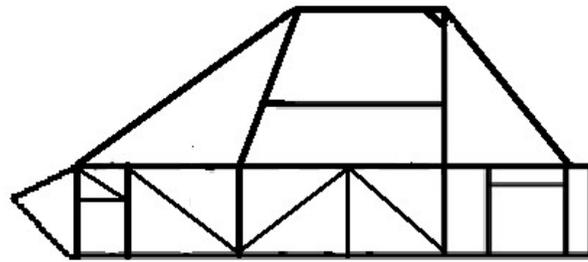
TYRES AND RIMS:

1. Tyres up to 560mm profiles, tyres must show an unbroken tread pattern or be factory manufactured slick.
2. No restriction on rim sizes, wheel studs or axles not to protrude outside rim. No wheel weights to be used.

NUMBERS:

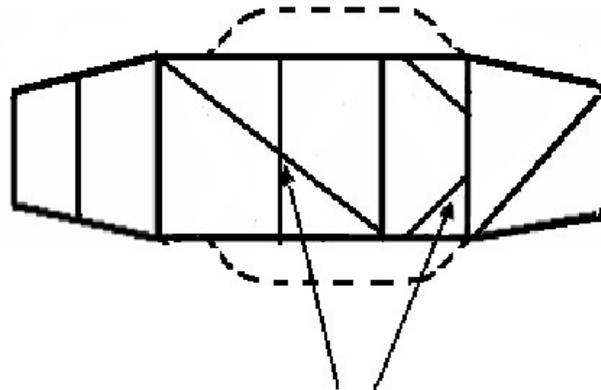
1. Cars are to be clearly numbered with numbers displayed on nose and one on each side of over head or rear mounted wing or on each side of body or tail.
2. Number to be minimum 200mm high x 50mm wide numerals.
3. Numbers 1, 2 and 3 reserved for VSC formula 500 state title place getters.

Space frame chassis detail



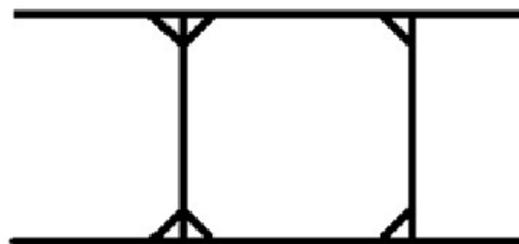
Space frame style chassis with optional side intrusion

Space frame lower chassis cross members & diagonal braces



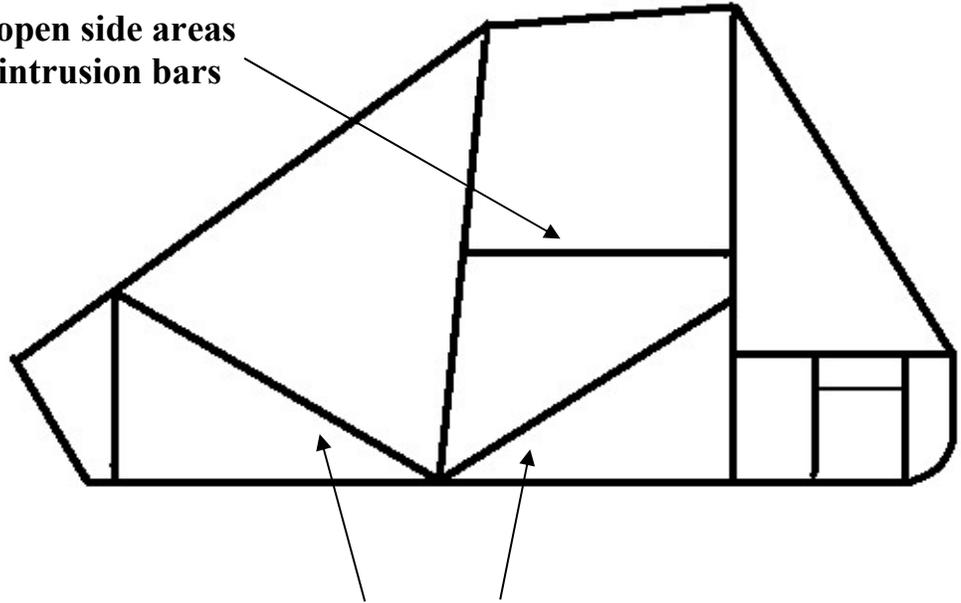
Alternative style lower chassis diagonal braces

Corner gussets in all corners of top cage hoop



Non space frame chassis detail

**Cars with large open side areas
must have side intrusion bars**



**When viewed from side frame is to have two diagonal
braces running lengthways from front to rear**