

SECTION G
AUSTRALIAN WINGLESS SPRINT RACING
INC.

11. SUPPLEMENTARY RULES

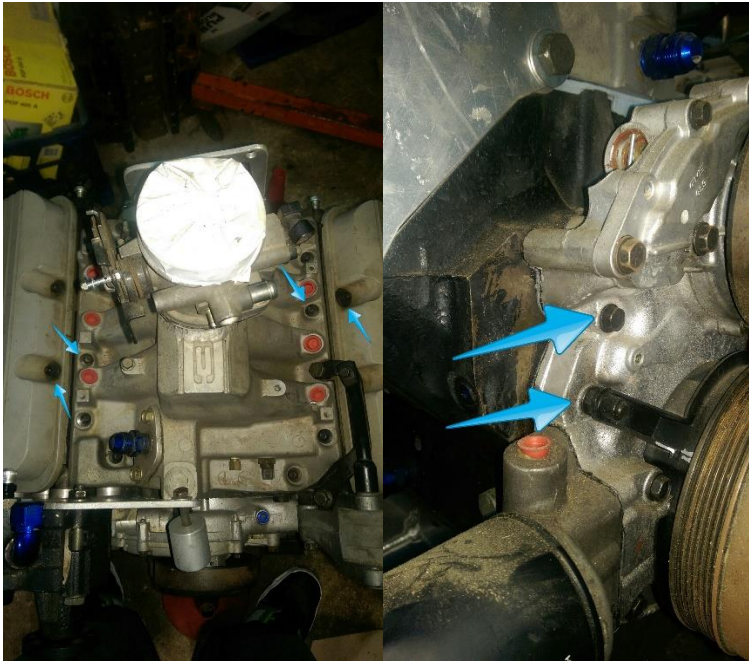
It is the intention of the AWSR rules to allow competitors to race a standard engine from a road going Commodore and be competitive. These rules are intended to allow freshening of a standard engine only. If a specification is not outlined in the rule book. The OEM service manual must be used as a reference point, core engine including cylinder heads and castings must remain standard as per OEM unless stated in current rulebook. Manufacturing tolerances must be taken into consideration when comparing to OEM specifications.

Australian Wingless Sprints class must meet all of the SCCA Inc. regulations as listed in the rulebook. (Unless they are in conflict with these supplementary rules), plus meet any additional Australian Wingless Sprints supplementary rules.

11.1 ENGINE

For approved component part numbers refer to approved parts list at back of book and the AWSR website. Any part numbers not on the approved list are to be referred to the National Technical Committee.

- (a) Engine must be a standard 3800cc V6 as used in the Holden Commodore and Toyota Lexen VN series II, VP or VR pre-Ecotec.
- (b) VN series I and Ecotec engines are not permitted.
- (c) Harmonic Balancers must remain standard and cannot be modified at all. Different sized steering pump and water pump pulleys may be used.
- (d) External modifications, which do not in any way affect performance gain, are allowed. **Example:** Aftermarket rocker covers, external oil filters. Including Non-Tech items as per rule no 11.4
- (e) All engines **MUST** have bolts suitably drilled to allow engine sealing. One bolt head on the rocker cover and the closest corresponding bolt head on the inlet manifold on both the left and right hand bank, and also two bolt heads close together and accessible on the timing cover.
Refer to Diagram Below
- (f) No modifications to the OEM or aftermarket engine components unless permitted by AWSR rules or OEM manual.



11.2 COMPRESSION RATIO

Compression ratio must not exceed 9.5:1 as measured by use of (Katech Inc. Whistler Model 100A) whistler compression checking device. If any Cylinder tested records a reading in excess of 9.5:1 then the engine is deemed to have failed the compression ratio check and procedures and penalties as per the SCCA rule book will be applied. (As a guide the following website calculator can be used to calculate compression ratio: <http://www.csgnetwork.com/compcalc.html>)

11.3 CYLINDER HEADS

- (a) Must remain standard OEM
- (b) The mating surfaces of the cylinder head may be resurfaced by parallel machining only. Angle machining of cylinder heads is not permitted.
- (c) No VN series I, Ecotec or aftermarket heads permitted.
- (d) AWSR Exhaust valve insert rule.

The 78 degree factory relief cut which is not concentric to the valve guide in an non inserted head must remain in its entirety and cannot be modified or re-machined to make it concentric to the valve guide.

Refer to workshop manual recommendation for Head Reconditioning (6A1-55):

Several different types of equipment are available for reconditioning valve seats with an oscillating type valve seat grinder being

preferred. The recommendations of the manufacture of the equipment being used should be carefully followed to attain proper results.

Check valve seats for any evidence of pitting or damage at valve contact surface, if pitting is evident the valve seats will need to be reconditioned.

NOTE: Since the valve guide serves to support and guide is serviced before reconditioning the valve seats.

Refer to Fig. 6A1-105 for valve seat angles. If, after grinding, the seat is too wide, it may be narrowed by using a 20 degree or 70 degree grinding stone. The 20 degree stone will lower the seat & the 70 degree stone will raise the seat.

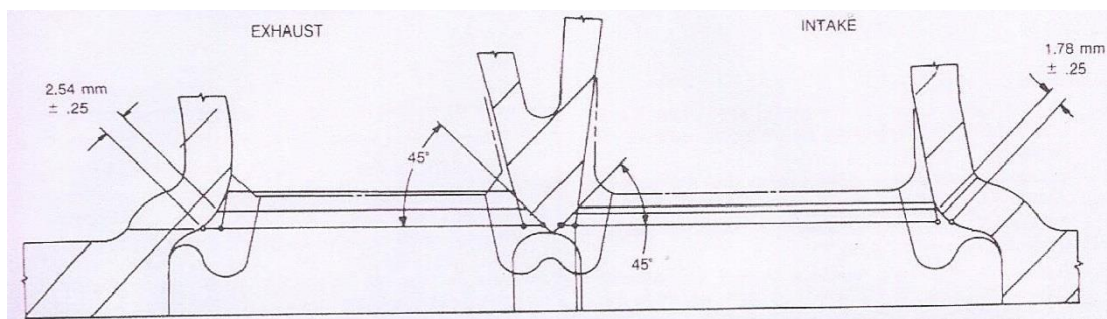
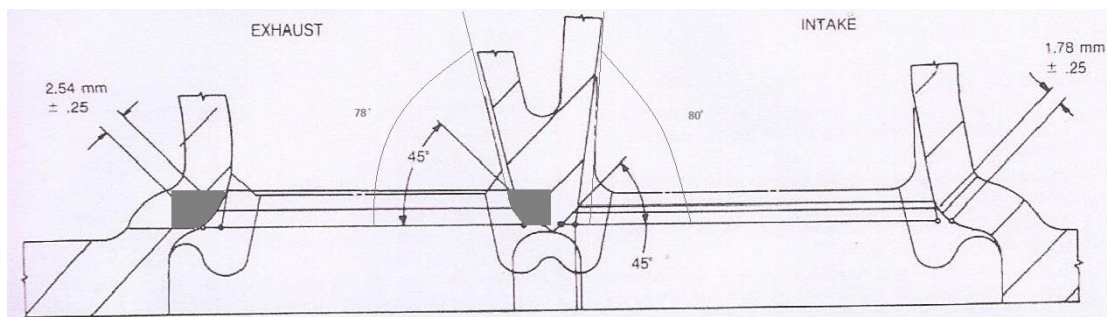


Figure 6A1-105

Method Required for Exhaust Valve Seat Insert



NOTE: Shaded area is valve seat insert.

Engine builders need to be aware any modification of this area will make the cylinder head illegal.

The insert recommend depth is a maximum .250 thousand (6.35mm) placement further into the head will make the likelihood of hitting a water jacket highly likely rendering the cylinder useless.

Regardless of the angle chosen for the lower cut on the throat of the insert any increase to the original diameter of bottom of the insert may result in contact with the non-concentric factory relief making the cylinder head illegal.

Engine builders should note that this area is proven to not provide any performance gain and should be avoided.

Cylinder Heads which an engine builder deems to require an insert in the inlet are to advise the owner of the need for another cylinder head as it is not viable due to the need to Siamese the inserts which is illegal.

The inlet port has a non-concentric relief cut to the valve guide of 80 degrees which cannot be modified or machined to make it concentric the valve guide.

The dimensions of the insert to be used:

OD 1.567 inches or (39.8mm)

ID 1.125inches (28.57mm)

Thickness is .218" (5.53mm)

Details on AWSR Recommended supplier please contact State Technical Representative or AWSR Technical Committee.

AWSR has a set of throat and combustion chamber checking gauges these gauges check for any non-conforming modifications which check the following:

Any relief to the combustion chamber to decrease the shrouding of the valve. The excessive throating of the non-concentric area. The depth of the valve guide boss in the port. These gauges also check the original inlet ports.

- (e) Valve seat min 1.0 mm
- (f) Valve springs may be replaced with aftermarket springs that comply to the same physical appearance and outside diameter as the OEM springs.
- (g) No double valve springs or dampeners allowed.
- (h) Shims may be used under the valve springs to obtain uniform seat pressure. No machining of spring seat or guide boss to allow fitment of shims.
- (i) VR rocker assemblies may be used on VN/VP cylinder heads. The following methods may be used to affect this interchange.
 - 1. Down-sizing of the threads of the early model heads from 3/8" to 5/16" using a helicoil type thread repair method or similar. Resizing must remain in the original OEM position.
 - 2. Opening the late model rocker pivot from the original 5/16" to 3/8" to accept the early model size mounting bolts.
- (j) K Line Valve Guide Inserts only can be used to bring valve stems in cylinder heads back to within standard specifications.

- (k) Push rods must OEM standard length 202.3 mm x diameter 8.7 mm Pushrods may be aftermarket as long as they are the same physical dimensions and material as the OEM pushrod.
- (l) Valve lash adjustment is not permitted in any part of the valved train.

11.4 NON TECH ITEMS

- (a) Engine Fasteners other than **NO** titanium allowed in the engine.
- (b) Gaskets
- (c) Alternator
- (d) Power Steering Pump
- (e) Air Cleaner
- (f) Sump
- (g) Rocker covers
- (h) Power Steering and Water Pump although non tech must be belt driven, no electric driven Water or Power Steer Pumps allowed.
- (i) Extractors, headers and mufflers although non tech should not exceed 95 db.
- (j) Radiator and cooling system including pipes and hoses, but welsh plugs must remain standard (not modified) i.e. No external water fittings from welsh plugs.
- (k) Cam bearings may be secured by drilling the block to pin the bearing.

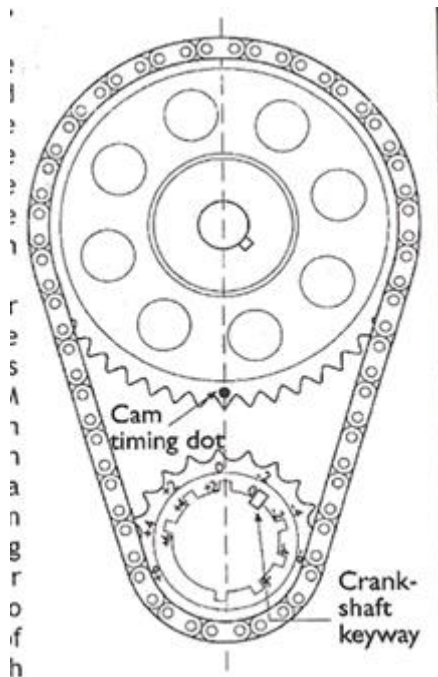
11.5 BORE AND STROKE

- (a) (nominal) 96.52 x 86.36 mm
- (b) Stroke must remain standard 86.3 mm
- (c) Maximum overbore of 0.040" (1.0mm) allowed. Standard type replacement pistons can only be used. No race series pistons allowed. No modifications to the pistons allowed.

11.6 CAMSHAFT

- (a) Camshaft may be replaced with a standard aftermarket camshaft AWSR to supply source of replacement camshaft.
Refer to approved parts list
- (b) No modifications to camshaft or crankshaft keyways or keys allowed. Aftermarket timing

chains and gears maybe used. Cam timing must be set to zero mark as per the fitting instructions when using adjustable chain \ gear sets. Single row chain and gear sets only. Any engine found with the timing marks not aligned dot to dot or zero will constitute an immediate 12 month suspension.



11.7 INLET MANIFOLD AND ACCESSORIES

- (a) Throttle body must remain standard but may be repositioned on the manifold, internal dimension is 60mm max. The throttle body may stay in the original OEM position but if in the original position all original mounting housings unaltered must be used including the plastic spacer.
- (b) Inlet manifold must remain STD except for the following modifications:
- (c) Throttle body mount may be repositioned on top of the manifold by welding maximum 3" OD and minimum of 2.5" ID parallel aluminium tube in the centre of the top of the manifold without any major modifications, clean-up of the underside of the tube to the internal profile of the inlet manifold only. If the throttle body is repositioned as above the throttle body must be straight up and down and not facing forward. The throttle body mounting flange must be no higher than 60mm above the upper surface of the manifold to the top of the flange, no additional venturies or inserts may be fitted below the butterfly. The rear opening of the manifold may be closed off by bolting or welding a plate over the opening. The manifold must be mounted in the original OEM forward facing position and direction.

- (d) PCV Valve or passage **must** be blocked off and the return to the throttle body from the inlet manifold may be vented to the atmosphere. Additional natural crankcase ventilation via tappet covers allowed, no vent pumps, etc. allowed.
- (e) Water jackets maybe drilled and tapped to allow fitment of additional cooling outlets and fitment of water temperature sensors. Including left rear of manifold
- (f) Inlet manifold may be EXTERNALLY coated or machined for aesthetic purposes only.
- (g) No internal modifications allowed
- (h) Throttle Linkage must be fitted with 2 independent return springs one on the butterfly and one directly on the foot pedal. The OEM return spring fitted to the butterfly shaft is counted as one spring.
- (i) A half stirrup toe clip must be fitted to the accelerator pedal to enable manual closing of the throttle.

11.8 BALANCE

- (a) Engine may be balanced as per OEM i.e. EXTERNAL BALANCE
- (b) No “knife edging” of crankshaft and no major modifications to con rod balance pads, no counter weights or balance shafts to be removed or disabled.

11.9 SUMPS

- (a) Engine oil pan and pick up may be modified.
- (b) External pick up line permitted.
- (c) No dry sumps permitted.
- (d) A minimum 25 mm inspection plug may be mounted into the oil pan above the oil level and close to the oil filter. (Or owner/driver must be prepared to remove sump if asked to do so for checking)
- (e) Removal of the lump on the centre of the rear main cap is allowed for the fitment of aftermarket sumps.

11.10 ENGINE MANAGEMENT

- (a) Standard VN,VP or VR OEM Electronic Control Module must be used,
- (b) Fitted with a standard or aftermarket MEMCAL that must be standard dimensions and use all pins.

(c) Maximum rev limit up to 6000 rpm. Checked with AWSR rev checker at idle and full throttle.

(d) Sequential Fuel Injection not permitted.

(e) Memcals. "programmable on the fly" MEMCALs, MEMCALs that can be reprogrammed by the driver whilst racing or multiple rev limit MEMCALs are not allowed and must not be used. Penalties will apply as per SCCA rulebook.

11.11 DATA LOGGING

(a) Only dedicated, non downloadable, engine RPM measuring devices allowed.

(b) Multi-channel data logging devices not allowed.

11.12 IGNITION SYSTEM

(a) Direct fire ignition module and coil pack must be used.

(b) After Market Brands permitted.

11.13 ELECTRICAL

(a) Battery location in the car is optional and can be placed under the seat.

(b) All batteries must be sealed no wet cell batteries allowed.

(c) Battery Mounts must be welded, bolted or clamped to the chassis, if clamped, substantial clamps must be used; no worm drive hose clamps are to be used as the primary attachment method.

(d) All cars must have a cover over the battery that will prevent shorting of terminals on any metal work.

(e) All cars must be capable of starting by a starter motor permanently fixed.

(f) All hard wired transponders are to be fitted with a low amperage fuse. The fuse must be rearward of the radiator.

11.14 INJECTORS AND FUEL RAIL

(a) Fuel injectors may be modified to suit methanol.

(b) Aftermarket fuel injectors are allowed provided there is no additions or modifications to the engine management system, all injectors must accept OEM plug. Manifold, fuel rails and injector retaining clips must remain OEM. No injector wiring harness adaptors allowed effective July 1 2015.

- (c) A dash 6 fitting may only be added to the end of inlet spigot tail that bolts to the fuel rail. The inlet spigot tail must attach to the fuel rail by the standard method.
- (d) The pressure regulator is not to be modified in anyway. The Vacuum line maybe disconnected.
- (e) Maximum fuel pressure to be 400kpa tested between the fuel pump and the inlet fuel rail with the injector wiring removed and AWSR rev checker connected.
- (f) No Mechanical forced induction or carburetors permitted.

11.15 FUEL PUMP AND LINES

- (a) Electric fuel pump must be used, wired with a tachometric or oil pressure signal required for operation. Single fuel pump only to be used.
- (b) Fuel pump must be mounted securely and forward of engine plate and in the engine bay.
- (c) Fuel return line must be fitted to the standard OEM fuel pressure regulator and return back to the fuel tank without any restriction. Bulk heads are allowed but must not be used as a restrictor (i.e. max pressure 400kpa.)
- (d) Fuel tap must be fitted to the feed line between the fuel tank and fuel pump on the right hand side of the cockpit, clearly marked FUEL. ON/OFF in contrasting colour. Clearly marked. **See reference picture below.** Fuel taps must be fully operational, must not be locked open in any way. Safety crew must have clear access to be able to turn fuel off.



11.16 FUEL CELL/TANK

Fuel Cell / tank capacity to be a minimum of 25 gallons.

11.17 WEIGHT

- (a) For Australian Wingless Sprints class only, minimum 635kg. (1400 lbs) with driver as raced.
- (b) Ballast is permitted as per SCCA open Sprintcar rules.

11.18 TRACK

The front track of all cars shall be 1700 mm maximum (From centre tyre to centre tyre)

11.19 ADDITIONAL CHASSIS BARWORK.

Head Protection Bars (HPB):

All new cars are to be fitted with T style HPB only

- (a) Head protection bars (HPB) are mandatory and all HPB's must be professionally welded or clamped to the top of the chassis roll cage or if a halo is fitted must be welded or clamped to the halo.
- (b) Clamp on HPB's must use minimum grade 5 bolts. Minimum bolt size 5/16" x 2 bolts per clamping point. Clamps must be approved type only.
- (c) "T" style HPB must be professionally welded or clamped to the rear roll cage on the first straight piece of tube across the rear of the roll cage or halo if fitted. Minimum tube size for T style HPB to be 1 1/4"OD x 0.083" W.T.
- (d) Parallel 2 bar type HPB's must have 2 bars with a minimum tube size of 1"OD x 0.095" W.T.
- (e) The driver must be able to exit through the roof of the car with all of their safety gear fitted.
- (f) All HPB's must be Chrome molly Steel tubing.
- (g) HPB's must offer protection of a min 130mm from the rear of the roll cage
- (h) HPB's must be curved upwardly to give added strength.
- (i) HPB's must pick up 3 spots min on the top of the roll cage or halo if fitted.
- (j) The clearance between the topside of the roll cage or halo if fitted and the top of the driver's helmet when fitted correctly and correctly seat belted into the seat, not including the HPB (no padding) is a min of 80mm.

- (k) AWSR Only, Halo's when fitted to roll cage as per SCCA Rule, Halo spacers maximum length 75mm (3")

11.20 NUMBERS

- (c) All cars to have a number fitted on the nose cone / bonnet, Numbers must be a minimum of 200mm high. State Prefix must be a minimum of 75mm in height.
- (d) All cars must have visible prefix according to car registration State, Northern Territory cars to have a NT prefix.
- (e) A fuel tank must have number and prefix fitted to both sides of the tank. Numbers to be a minimum of 350mm high and prefix to be a minimum of 75mm high.
- (f) State Title holder may use number 1 with State prefix provided title was won in drivers' home State.

11.21 WINDOW NET

- (a) Approved design compulsory on right hand side.
- (b) Cars Fitted with a Halo must have one on both sides. Rear mount to the "A" frame behind the seat at head height.
- (c) Exception, cars fitted with professionally built full containment seat, safety net is optional, including if fitted with a Halo.
- (d) Full containment seat if fitted must be fitted as per manufacturer's requirements and or tech committee / scrutineers satisfaction.

11.22 WINGS

For Australian Wingless Sprints class NO wings or aerofoils permitted.

11.23 TRANSMISSION **Torque Tube Only**

- (a) For Australian Wingless Sprints class direct drive only.
- (b) Must be able to disengage drive either (in out) in diff or driveline. Flex plate and ring gear must be forward of the engine plate.
- (c) Aftermarket flex plates allowed.
- (d) Open drivelines not permitted.

11.24 SUSPENSION

No cockpit/driver adjustable sway bars allowed.

11.25 TYRES

Tyre make and compound is open.

11.26 PRE RACE SCRUTINEERING

- (a) All AWSR car owners/drivers are to complete and sign a pre-scrutineering sheet prior to presenting their car for scrutineering at every race meeting.
- (b) It shall be the responsibility of the driver to make available to the Technical Committee all safety equipment for inspection when requested at each event. All uniform and footwear worn by drivers must meet SFI or equivalent standards.
- (c) Approved design arm restraints, balaclava, gloves, helmet, race suit, underwear and head / neck safety device are mandatory and must be worn at all times while driving on the course.
- (d) All engines to be sealed by AWSR representatives at National Titles before competing.

11.27 CHECKS

At completion of all State/National titles engine checks will be carried out by approved AWSR engine checker within 21 days or as stipulated by AWSR Technical officers/scrutineers.

- (a) Engine sealing optional at state level, may be overridden by event supplementary regs.
- (b) Engines and rev limits may be checked at any time by race officials or scrutineers.
- (c) The owner/driver or their representative must remove any required components as directed by the scrutineer/ machine examiner or tech committee within one hour of being asked to do so.
- (d) Engines may be checked and sealed prior to and throughout the season by appointed AWSR engine measurers, sealed engines will not be required to undertake reinspection of sealed components as long as seal is intact.
- (e) If the engine or rev limit is outside the above specifications the engine will be deemed illegal and the penalties as per open sprintcar will apply.
- (f) At the discretion of an AWSR scrutineer any suspect engines may be sealed and will be required to be presented to a location as directed, within the registered State of the car in question

within 21 days for further technical inspection / measuring. Notification will be noted in logbook to be signed by Accredited State AWSR scrutineer/technical officer.

- (g) Infringements for engine rule breaches may be handed out up to 21 days after an event where further technical investigation / measuring is required.

(h) IF IT'S NOT IN THE RULE BOOK IT'S NOT ALLOWED. IF IT DOESN'T SAY YOU CAN'T IT DOESN'T MEAN YOU CAN.

11.28 MISCONDUCT

Member clubs have the right to suspend or fine drivers within a period of 7 days from the completion of an event for non-technical breaches of the SCCA rules.

11.29 PENALTIES

If a driver is given a penalty for a breach of the engine or rev limit rules and wishes to appeal the decision they may do so but if the appeal is dismissed and the original decision is found to be correct then the penalty will be doubled. (i.e. 12 months becomes 24 months)

11.30 LICENCES

- (a) All Australian Wingless Sprints Drivers must have a minimum Speedway Australia "A" licence.
- (b) No AWSR driver is to compete in a wingless sprint race meeting not sanctioned by the state body or with non registered cars.
- (c) Ambulance requirements to be as per relevant Speedway Australia safety standards.

11.31 REGISTRATIONS

- (a) All cars must pass a daylight inspection and all fees must be paid before log book will be issued.
- (b) AWSR accredited scrutineers who are car owners, drivers or directly associated with race teams must not daylight their own cars.
- (c) Cars must be daylighted by AWSR accredited scrutineers.

11.32 TIME LINES

- (a) The Engine Rules Are Frozen until 30/6/2016
- (b) An option to extend these engine rules for a further 2 years subject to engine availability.



APPROVED ENGINE PART LISTING

Camshaft

Part No CM3802D Std VP-VR 11/90 on Available From

Precision International **Available**

Cam Dynamics Part No 973221 Std VN S2 VP, VR **No Longer Available**

Crow Cams Part Number 774000 Available

Pistons

Part No 6MKRY3800 ACL Std VN-VP No **Longer Available**

Part No 6MKRY3801 ACL Std VR **Limited Stock**

Part No. PHO3800M60001H HYPATEC Holden Available
From Precision International **Available**

Part No 6MKRY3800 (STD/020/040) ACL VN-VP **Limited Stock**

Part No 6MKRY3801 (STD/020/040) ACL VR **No Longer Available**

Part No PHO3800M60001H (STD) HYPATEC Holden **Available**

Part No PHO3800M60201H (020) HYPATEC Holden
Available

Part No PHO3800M60301H (030) HYPATEC Holden **Available**

Part No PHO3800M60401H (040) HYPATEC Holden **Available**

Valve Springs

Crow Cams Part Number 6038 **Available**

Crow Cams 4931, 4828, 4833, 4936, 4836 (damper needs to be removed from kit) **Available**

Elgin Industries Part Number RV943X Available

Valve Spring Retainers & Colletts

Crane Retainer Part Number CR99915, Collett Part Number CR99095, CR99095 1 +.050" **Available**

Precision Retainer Part Number CRW1170712, Collett Part Number CRW11703 **Available**

Timing Gear Set

TGK3800VPLL Cloyes Non Adjustable (Available from Precision International) **Available**

TGK3800VSARRM Adjustable set (must be set on zero degrees) **Available**

Lifters

VL115/4SP Sealed Power **Available**

HT2148 Sealed Power/ Nason **Available**

3800R-12 Crow **Available**

5250 Crow **Available**

SFI AND FIA STANDARDS THAT YOU'RE RACE APPAREL MUST MEET

RACE SUITS

Race Suit must meet minimum standard of either SFI 3.2A/5 or FIA 8856-2000 and be a one (1) piece double layer suit, triple layer can be used. Must be in good condition no tears or patches. Single layer suits are not allowed. All material layers in a driver suit must fully extend all the way to all seams. The shortening of any layer prior to the seam is not permitted.

All driving uniforms must have SFI rating 3.2A.

Each 3.2A/10 or higher level "manufacturer certified" driver suit shall be inspected every five years by the "certifying manufacturer" for re-certification. After inspection, when the suit is determined to be acceptable for continued service, a new conformance label marked with the year of inspection shall be used.

HELMETS

Helmet must comply with the Snell SA-2005 or Snell SA-2010 Standard. (***Snell SA-2000 are no longer acceptable as of 1 July 2011***)

Snell SA 2005 and must be no older than 5 years from the date of manufacturer.

Or

Snell SA 2010.

Drivers in all categories must wear full faced helmets with a visor that must be closed whilst competing (no goggles).

HANS DEVICE

Head and Neck Restraint must be worn and meet FIA or SFI 38.1 Standard (A horse collar is optional when wearing a Head and Neck Restraint)

As of 2012 ALL head and neck devices used in sprintcar racing are required to have a SFI Certification sticker showing the date of the last certification.

All head and neck devices must be no older than 5yrs from its last certification. If a scrutineer inspects a head and neck

device and finds the device to be out of date the driver will not be able to compete until they can provide an in date device.

Information from the Hans website suggests that any "device purchased in 2008 or earlier must be recertified".

Below is an extract from the SFI website relating to 38.1 head and neck devices explaining the procedure and can be found at www.sfifoundation.com.

"2.7 Effective January 1, 2012, Head and Neck Restraint Systems shall be inspected for recertification every five years after the date of original certification. Product inspection, maintenance, and/or replacement procedure is per individual manufacturer. Inspection must be done by the original manufacturer only, and not their authorized resellers or dealers. When a unit is determined by the manufacturer to be acceptable for continued service and in compliance with the current version of the specification, the original manufacturer shall place on the product a new SFI 38.1 conformance label marked with the inspection date."

As of July 1st 2008 the following devices are SFI approved (in no particular order):

- HANS Performance Products - HANS Device (All Series)
- Leatt Brace - MRX Device
- NecksGen Device
- Simpson R3 Device
- Simpson R3 Rage Device
- Simpson Hybrid Pro Device
- Simpson Hybrid Pro Rage Device
- Simpson Hybrid/Hybrid Rage Device
- Simpson Hybrid X Device

***Please note** that there are products from other manufacturers such as DefNder, Leatt Brace, and Safety Solutions that were previously certified and labelled as meeting SFI 38.1. They are not currently listed on the SFI website because they are no longer in new production. However, any devices still in the field or at retail outlets that have SFI 38.1 stickers on them*

were properly tested and certified at the time. The certifications for those devices remain valid.

Be alert and make sure you purchase a SFI 38.1 approved head and neck restraint.

BOOTS

Boots are compulsory in all divisions and must comply with SFI 3.3 or FIA 8856-2000.

BALACLAVA

Balaclavas are compulsory in all divisions and must comply with SFI 3.3 or FIA 8856-2000.

GLOVES

Gloves are compulsory in all divisions and must comply with SFI 3.3 or FIA 8856-2000. It is recommended they are the Gauntlet Style glove.

ARM RESTRAINTS

Approved design Arm Restraints are mandatory to be worn at all times while driving on the course. Must meet minimum SFI 3.3 specifications and display a valid SFI 3.3 label.

UNDERWEAR

Underwear must be worn conforming with SFI 3.3 and display a valid SFI 3.3 label or FIA 8856-2000, must be long sleeved, long legged and must have a neck collar. Drivers must only wear cotton under-garments (e.g. no synthetic boxer shorts), and no under wires on bras. No synthetic attire and no jewellery to be worn by a competitor whilst competing.

SOCKS

Socks must be worn conforming to SFI 3.3 or FIA 8856-2000, must not be Explorer socks as they must have the SFI rating on them.

SEATBELTS

Seatbelts must meet the standard SFI 16.1 rating. Seat Belts shall not exceed 2 years and must be replaced at or before that time.