Check previous comments have been addressed.

A minimum 7.87 in. (200mm) long front foam crash structure with compressive strength of 300-700 kPa is fitted to the front bulkhead. The bulkhead is vertical and parallel to front axle centre-line.

There is minimal play in the steering system and control rods do not reach horizontal position.

A rigid driver's cell runs from the front bulkhead to the driver's back.

A line drawn between roll bars is at least 2 in. (50mm) above the helmet of the tallest driver.

If the seat has combined angles of less than 45 degrees a minimum 5 point harness is fitted.

Bodywork to the front or sides of the driver's helmet is lower than the bottom of the driver's helmet visor aperture whichever is lower.

Dimensions

Rear roll bars are made of circular section steel, minimum wall thickness 0.06 in. (1.5mm), minimum diameter 0.98 in. (25mm) - braces minimum 0.75 in. (19mm) diameter.

Rear roll bars are firmly secured to the chassis with sufficient load spreading. May not be glued or bonded.

Roll Bar/Brace Stucture extends down to at least shoulder strap mounting point level.

Driver's Cell

There are two independent brakes acting on both front or both rear wheels.

The rear of the vehicle extends no more than 31.5 in. (800mm) from the rear axle centreline.

Steering

The motor is air cooled only and any fans are powered by the main batteries only.

Steering is operated by hands only and only operates front wheels.

Roll Bars

Rear roll bars are firmly secured to the chassis with sufficient load spreading. May not be glued or bonded.

Roll Bars

There is a clearly audible single-tone horn.

Exterior

Main chassis frame is unmodified other than, seat, battery tray & posts, motor mounting tabs & stud.

The whole vehicle is less than 110 in. (2800mm) long, 47 in. (1200mm) wide and 47 in. (1200mm) high.

The track, as measured from where the tyres contact the ground, is not less than 19.685 in. (500 mm).

The wheels are secure with minimal play in the bearings, axles and kingpins.

There are two driver adjustable, wide field rear view mirrors, fitted in clear air, fairings attached to mirror.

The driver's cell skin forms a continuous protective layer and is of rigid sheet material 0.06 in. (1.5mm) thick (plywood or FRP). The skin must be securely attached directly to the driver's cell.

The cockpit must have a minimum opening of 23.5 in. x 14 in. (600x350mm) in a complete rectangle.
T7.6 Driver’s Cell  Inner side faces of the driver’s cell must be lined with closed cell foam at least 1 in. (25mm) thick to protect a substantial part of the driver’s body.

T7.7 Driver’s Cell  Any sharp edges or protrusions in the driver’s cell must be padded.

T4.2 Seating CG  The base of the driver’s seat including padding is at or below 3.9 in (100 mm) from the ground.

T6.4 Seating  There is a solid floor under the whole of the driver.

T6.1/2 Seating  The seat is secure and the driver is sat in a feet first, reclined position.

T6.5 Seating  There is a padded headrest located to avoid whiplash.

T7.8 Seating  There is a suitable bulkhead to prevent the driver contacting the wheels.

T11.7 Safety Eqpt  The drivertrain is guarded to prevent fingers, hair, clothing etc becoming trapped at any time.

T11.8 Safety Eqpt  Critical components use locking nuts with at least 1 thread protruding, locking compound alone is not acceptable.

T2.2 Batteries  Auxiliary devices are powered by maximum 1 PP3 or 6AA batteries, not fed into the main power.

T4.1 Batteries CG  The base of the main batteries is at or below 3.9 in. (100 mm) from the ground.

T2.5 Batteries  Main batteries cannot move, have rigid fixings (no webbing), and release clips are secure (no plastic).

T2.7 Batteries  The batteries are inside the body of the car, separated from the driver’s cell by a bulkhead capable of restraining them.

T2.8 Batteries  Batteries Disconnect location labelled, tool free access with quick release connections not liable to short.

T4.4/5 Batteries  All wiring is secured away from moving parts and correctly rated for its use.

T13.1 Electric  The accelerator is spring loaded to the off position.

T13.3 Electric  There is a 70 amp or lower circuit breaker or fuse fitted.

T14.4 Other  Three race numbers are fitted, one on each side and one on the front, all are clearly visible.

T14.5 Other  Transponder bracket mounted outside the bodywork between front axle and race number with no fairings.

T14.7 Other  All Greenpower & partner stickers prominently displayed.

T14.8 Other  Lift points are clearly marked.

Other  There is nothing else that would cause you to deem the car unsafe.

FAIL - give this form and the logbook to the Chief Scrutineer

PASS - apply annual MOT and EVENT pass stickers, clearly visible, to car. Hand this form and the logbook to a team member to take to Race Admin to collect their Transponder

---

**Nosecone Deformability Assessment**

Is the outer surface made from soft/pliable material such as adhesive vinyl/tape, fabric or similar?

- Yes
- No

Is there anything else, e.g. floor, forward of the bulkhead that may not be easily deformable?

- No
- Yes

Can you, by hand, easily deform/flax the unsupported nosecone shell?

- Yes
- No

PASS  FAIL

---

NOTES: Refer to note numbers on line items above.