

Greenpower USA F24/F24+ Technical and Sporting Regulations 2025-2026



Visit the GreenpowerUSA
F24 Webpage.



V1.0

OVERVIEW



All cars must comply with the following regulations. All cars will be subject to pre-event and possible post-event scrutineering (race day safety check) to ensure compliance.

Remember that the project is for the benefit of the young people involved. It is important to ensure that they are as involved in as much of the design and build of the vehicle as possible and that technology used is relevant and accessible to the age group of the category in which you are participating.

Rule changes for the 2025-2026 F24/F24+ Race Season will be highlighted in red.

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.

Any interpretation or deviation of these rules is left to the discretion of the officials.
Their decision is final.

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If you have any questions, or need clarification, about any of the rules mentioned in this document, please send an email to rules@greenpowerusa.net

The Rules Committee is also available to vote upon specific needs/requests of teams to verify compliance of rules and regulations.

CAR CLASSIFICATIONS

AGE CLASSIFICATIONS

- F24 Intermediate (Students enrolled in Grades 6–8)
- F24 Advanced (Students enrolled in Grades 9–12)
- F24+ (Post-Secondary / College / University)

CAR CLASSIFICATIONS

Stock Division

A car will compete in the F24 Stock Division when it has been built using the materials given by Greenpower USA when the kit was delivered to your location. The Stock car must be built per the kit car manual except for the listed allowed modifications. The gearing system (6:1) supplied with the kit MUST be used in competition. Allowed modifications to remain in this division include: adding a heat sink to the motor, creating a custom steering wheel, improved accelerator push button, installing a new safety harness, installing a new LED brake light, relocating the horn button (**wiring extension allowed using blue 16 gauge wire as supplied with the kit**), installing a footrest for shorter drivers, installing a non-stock brake handle and installing tires that must have a sidewall PSI rating that cannot exceed 75 PSI. In addition, the measured PSI cannot exceed the maximum rating as noted on the sidewall of the tire.

High School teams wishing to compete in the Stock Division must apply to Greenpower USA no later than a month before your first event for entry into this division. **If no application is received, the default category will be Modified.**

Modified Division

A car will compete in the F24 Modified Division if it has made any modifications to the Greenpower USA kit. This includes, but is not limited to, tire improvements, gear/sprocket changes, controllers, etc. If a team has “stitch-drilled” holes in the chassis to reduce weight, Greenpower race officials reserve the right to deem the car unsafe from taking part in an event.

Custom Division

A car will compete in the F24 Custom Division if the chassis has been made from scratch. Teams wishing to compete in this division MUST submit a one-page persuasive argument for competing in this division. In addition to the one-page argument, proof of student involvement in the design and build stages must be provided via pictures, drawings, diagrams, etc.

Custom car applications will be honored for a maximum of two years.

MOTOR

T1.1

The vehicle will only be powered by one 24-volt DC electric motor supplied by Greenpower. No hybrid systems are allowed.

T1.2

The motor is sealed and must not be opened or modified.

T1.3

Motor cooling is only permissible using passive or forced air, without any prior energy input or power from batteries other than the main vehicle batteries.

“Prior energy input” is defined as ice, compressed air, dry ice, leaf blowers, etc. These items are not permitted to be used for motor cooling.

Note: Water/liquid cooling is not permitted.

T1.4

The motor must be easily accessible for inspection. Greenpower reserves the right to remove motors either for inspection by the manufacturer or by race officials (pre/post race).



BATTERIES

T2.1

Two 12-volt Greenpower USA-approved, unmodified batteries (Interstate Battery DCM0035 and YUASA REC36), referred to as the 'main batteries', will be used on each vehicle during each Greenpower USA race. No external energy source may be used. Energy recovery systems are permitted.

Manufacturer Battery Labels will not be covered up or obscured so that Race Officials can verify the batteries.

Note: Only one set of two main batteries will be used during a 90-minute race session. If a battery change is needed, you must inform the Race Director immediately and your car's lap count will be frozen at the time of the battery exchange. **The Race Director, or Race Official, MUST perform, or witness, the battery change on your car.**

T2.2

Auxiliary batteries for powering devices on the car must not exceed one PP3 (9-volt), six AA cells, or a Rechargeable battery pack purchased from Greenpower USA per car. Coin or button cells are permitted as a power source for brake lights but also to allow control systems to retain settings while main batteries are changed. Proprietary unmodified electronics with self-contained batteries, e.g. speedometers, watches, and radios are permitted so long as they're not connected to any of the car control systems. All other devices including motor controllers must be powered off the main batteries. If in doubt consult Greenpower.

Teams with an auxiliary battery system, nonstandard wiring, or a motor controller, must provide a current wiring diagram to the Scrutineer at EVERY event and upload to your team's Google Drive folder. An indicator stripe similar to the striping on the roll bar must be placed on the roll bar brace as pictured below.



BATTERIES

T2.3

Out of the car, the main batteries must be kept separate and lifted independently of one another.

NOTE: For the sole purpose of transporting batteries, a cart/wagon can be used. Batteries should only be connected via wires inside the battery compartment of the F24 car.

Safety Note - Due to their weight, appropriate safe manual handling practices should be observed when handling batteries. Batteries that are dropped may cause injury or suffer internal damage.

T2.4

Outside of the race vehicle, charging of the batteries is only allowed up to a designated time at the event. There will be a designated cutoff time at which all batteries must be removed from their chargers. This information will be provided via Supplemental Regulations provided by the Race Organizer.

A battery quarantine/charging area will be identified at all race sites to ensure safety.

If there is not a designated cut-off time, or charging area, then there will be NO charging during the event.

T2.5

The main batteries must be firmly secured to the chassis of the vehicle using rigid fixings – i.e. no webbing, elastic straps, or zip ties, and must not be able to move in any direction in those fixings. **Plastic threads/fixings are not permitted**. Over-center clips must be securely pinned.

NOTE: Suitable CFRP of a suitable strength may be used and is at the discretion of the Head Scrutineer or Race Director.



BATTERIES

T2.6

The main batteries may be mounted upright or on any side but must not be inverted, i.e. terminals must not point towards the ground.

T2.7

The main batteries must be separated from the driver by a bulkhead, sufficient to restrain the batteries from the driving compartment. This bulkhead must not be able to short-circuit the battery terminals. Batteries must be located inside the vehicle's bodywork.

T2.8

Batteries must have quick-release connections to enable rapid disconnection in the event of an emergency. They must not be liable to disconnect or short against metal parts. Quick-release connector locations must be clearly labeled, "Battery Disconnect". Connections must be accessible and operable without the need for tools.

Battery wires cannot be run underneath the battery clamp.

T2.9

The main batteries in vehicles at the start of practice sessions or races will not exceed 77°F or ambient temperature plus 9 Fahrenheit when ambient is above 68°F as measured by Greenpower. batteries from the driving compartment. This bulkhead must not be able to short-circuit the battery terminals. Batteries must be located inside the vehicle's bodywork.



WHEELS AND TRACK

T3.1

Tires must not be less than 12 in. (300 mm) nor greater than 20 in. (520 mm) in diameter.

T3.2

There must be four wheels located as a matching front and matching rear pairs, symmetrically about the longitudinal centerline of the vehicle.

T3.3

The track of the vehicle must not be less than 19.685 inches (500 mm) front or rear. The track is deemed as the measured width between centers of tires where they contact the ground. The track may vary front to rear.

T3.4

Tires must be pneumatic.

T3.5

Plastic spoked wheels are not permitted. **Metal spokes must be used.**



CENTER OF GRAVITY

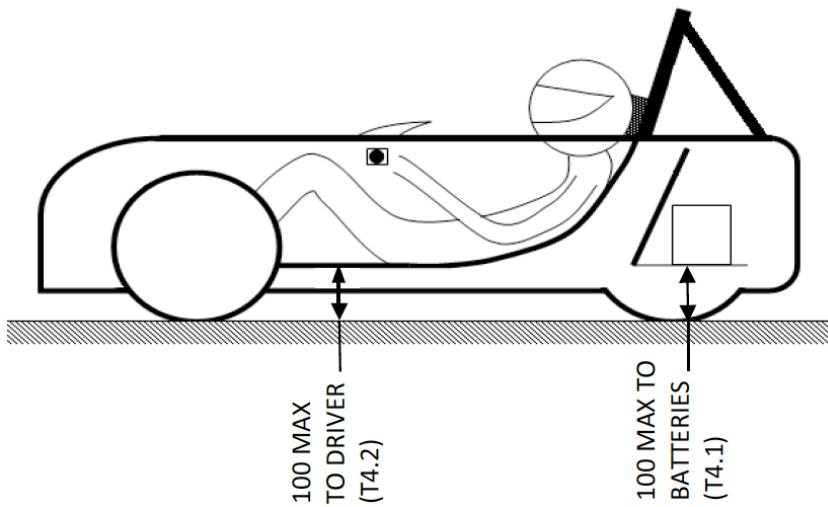
T4.1

The base of the main batteries must be at or below 3.9 in. (99 mm) from ground level. A 0.25 in (6 mm) diameter hole should be drilled through any solid floors adjacent to the batteries to allow height measurement. See Figure 1

T4.2

The driver's seat, including any padding, must be at or below 3.9 in (99 mm) from ground level. A 0.25 in. (6 mm) hole should be drilled through the base of the seat to allow height measurement. See Figure 1

Figure 1



DIMENSIONS

T5.1

The vehicle must not exceed 110 in. (2800 mm) in length, 47 in. (1200 mm) in width, and 47 in. (1200 mm) in height.

T5.2

Ground clearance (where adjustable on a kit car) must not be less than 1.25 in (31 mm).

T5.3

No part of the vehicle may extend more than 31.5 in. (800 mm) behind the center point of the rear wheels.



DRIVER AND SEATING

T6.1

The vehicle will have one seat for the driver firmly fixed to the vehicle chassis.

T6.2

The driver must be seated in a feet forward, reclined position. Drivers may not kneel, sit astride a seat, or lie down in any way such that their chests and head are forward of their waist.

T6.3

The driver must be able to demonstrate a rapid and safe exit from the vehicle unaided.

T6.4

There must be a solid floor under the whole of the driver, to prevent ingress of debris.

T6.5

There must be a padded headrest behind the driver's helmet to prevent whiplash.

T6.6

All parts of the vehicle's seat which are in contact with the driver must have some form of protective padding.



DRIVER'S CELL

T7.1

There will be a solid bulkhead rigidly mounted forward of the driver's feet forming the frontmost part of the driver's cell. This bulkhead must be vertical and parallel to the front axle center-line. Securely attached to the front of this bulkhead will be a solid foam structure at least 7.87 in. (200 mm) long x 7.87 in high x 7.87 in wide and with a compressive strength of 300 – 700 kPa. A means of access to this foam must be available at scrutineering.

T7.2

There will be a rigid driver's cell extending from the bulkhead in T7.1 to the driver's back. Between the harness lap strap mounting points and the driver's back, it will extend to a height of 10 in. (250 mm) above the seat base or above the driver's elbows, whichever is greater. The driver's cell height, forwards of the lap strap mounting points, may be less than 10 in. (250 mm) but must exceed the highest part of the driver in this area.

T7.3

The skin of the driver's cell in T7.2 must be constructed of rigid sheet material such as aluminum; rigid plastics; carbon fiber; glass reinforced plastic or other composites of at least 0.06 in. (1.5 mm) thickness. Plywood products must be at least 0.12 in. (3 mm) thick. The skin must form a continuous protective layer and be securely attached directly to the driver's cell so as to be unlikely to fail as a result of an impact. Teams must provide a sample (6inx6in) of the material if requested.

Note: Corrugated plastic can only be used on the nose cone, the "hood" and rear covers.



DRIVER'S CELL

T7.4

The driver's cell opening will accommodate a rectangle of at least 23.5 in x 14 in (600 x 350 mm) with no intrusions.

T7.5

The driver's helmet must be positioned at the rearmost point of the opening in T7.4 to create a clear space in front of the helmet.

T7.6

Inner faces of the driver's cell sides will be lined with a minimum of 1 in. (25 mm) thick closed cell foam from the floor to the driver's cell opening to protect a substantial part of the driver's body including the area around the driver's legs and feet. This foam MUST cover both side areas between the front bulkhead and the rear most point of the driver's seat.

T7.7

Any sharp edges or protrusions in the driver's cell must be padded.

T7.8

There will be a bulkhead separating the driver from any accidental contact with the wheels.



BODYWORK

T8.1

Anything forward of the bulkhead in T7.1 must be easily deformable.

T8.2

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

Reference S3.5 and S3.7

T8.3

No bodywork will be higher than 6 in. (150 mm) below the top of the rear roll hoop.

T8.4

Any sharp edges or protrusions must be easily deformable and padded.



BRAKES

T9.1

Brakes will be subject to a force test of 300 N (67 lbf) applied horizontally forwards from the top of the roll bar with the car situated on a flat tarmac/concrete surface. There must be no movement of the car. All drivers must be capable of producing this braking force. This will be subject to spot checks outside of scrutineering.

T9.2

A minimum of two independent brake systems must be fitted, such that there is still some braking if one system were to fail. These systems may be operated by a single dual system lever.

T9.3

Both wheels on either front or rear axles must have the same type of brake such that the car brakes in a straight line. This is in addition to any electrical braking system that might be incorporated.

T9.4

The driver must be able to operate the brakes without removing either hand from the steering mechanism.

T9.5

Braking systems must be operated by hand only. Foot operated brakes are prohibited.



ROLL BARS

T10.1

The vehicle must have front and rear roll bars offering protection in accordance with the diagrams shown here the helmeted head of all drivers must be at least 2 in. (50 mm) below the line A-B as shown. See Figure 2.1 on the next page

T10.2

Roll bars must be firmly secured to the chassis of the vehicle using mechanical fixings or welding. Roll bar to chassis mountings and points on the chassis to which roll bars connect must be suitably strong and where necessary reinforced to prevent failure in the event of a rollover incident. Gluing/bonding of roll bars to chassis with no mechanical fixings or welding is not permitted.

T10.3

One central triangulated brace or two side triangulated braces must connect the rear roll bar to the chassis. These braces must attach, behind the rear roll bar, to the chassis of the vehicle at one end, to not more than 7.87 in. (200 mm) from the top of the roll bar at the other, must be capable of taking loading in all directions and must be rigidly mounted. The angle between the rear roll bar and brace(s) must be at least 25 degrees.

T10.4

All rear roll bars & braces must be produced from circular section steel, with minimum outside diameter of, main hoop – 0.98 in (25 mm), braces – 0.75 in (19 mm) and minimum wall thickness of 0.06 in (1.5 mm).

Safety Note – Greenpower reserves the right to drill a 4 mm diameter hole in any roll bar for the purpose of inspection. Teams should avoid drilling roll bars as it weakens the structure.



ROLL BARS

T10.5

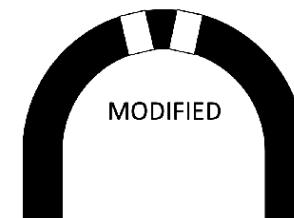
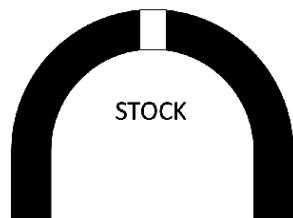
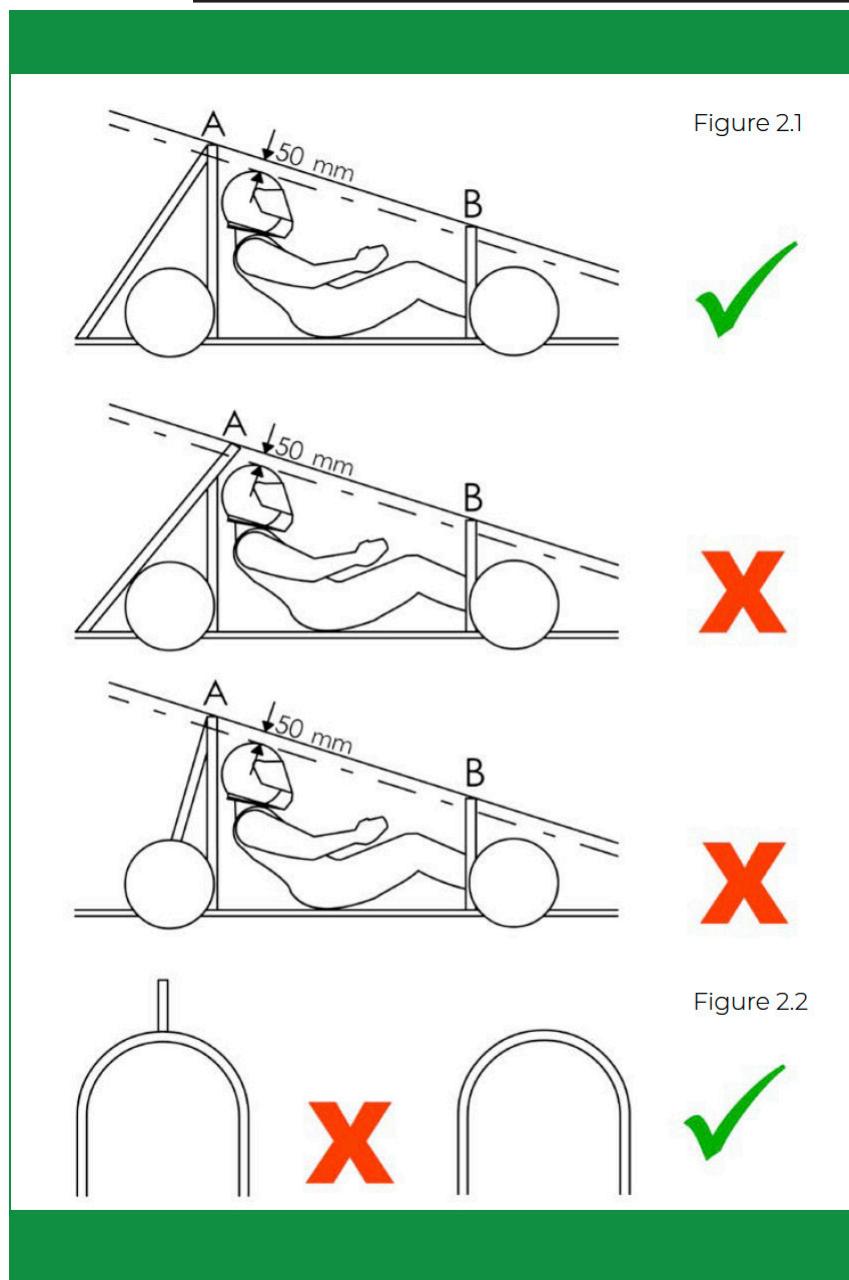
Non-structural bodywork along with front and rear wheels must not be regarded as part of the roll protection. The top 6 in. (150 mm) of the roll bar must not have any attachments (fairings, aerodynamic aid, or cameras). See Figure 2.2

T10.6

The rear roll bar and bracing structure must extend down into the car to at least the level of the driver's shoulder strap mounting points.

T10.7

Stock Cars will have one 1-inch wide white (or contrasting color) stripe painted or taped on the top center of the roll bar. Modified will have 2 stripes with each stripe separated by 1 inch, Custom will have 3 stripes separated by 1 inch. See image below.



SAFETY EQUIPMENT

T11.1

Two rearview mirrors, each with a minimum area of 3.5 sq. in. (2250 sq. mm) will be fitted in clear air outside the bodywork and able to be adjusted by the driver while the driver is buckled in. Camera systems to replace rear view mirrors are not permitted. Larger mirrors are encouraged.

T11.2

The vehicle must have a clearly audible single-tone horn. The horn will need to have a decibel level of at least 75 dB(A) at 5 feet from the front of the car.

T11.3

A 24-volt, minimum 100-amp, rated isolation switch must be fitted. It must be clearly visible and be easily accessible to the driver, and from outside the vehicle. Two switches may be fitted if needed. On/Off positions must be clearly marked. Indirect operation of the isolator is not permitted.

T11.4

The vehicle must be fitted with a minimum of four fixing points, 2 in. (50 mm) width safety harness, with secure fixing points on the roll bar or chassis. Harness shoulder strap fixing points should be close to shoulder height and neck width (approx. 6 in (150 mm)). Lap(lower) straps must be fully tightened before shoulder straps and must fully tighten around the driver's hips without additional padding in front of the driver.

The safety harness, including lap and shoulder straps, must be tightly adjusted for each driver so that a ping pong ball cannot be placed through the lap belt straps.

Safety Note – Harness ends should protrude at least 100 mm beyond the buckle for all drivers, and be folded and sewn at the ends to act as a stopper.



SAFETY EQUIPMENT

T11.5

Where the seat back has an angle of 45 degrees or more a minimum 4-point harness is required. See Figure 3.1

Where the seat back has an angle of 30 degrees or more combined with a front lip of 15 degrees or more a minimum 4-point harness is required. See Figure 3.2

Where the seat back has an angle of less than 45 degrees with a front lip of less than 15 degrees a minimum 5-point harness is required. See Figure 3.3.

If in doubt, use a 5-point harness.

T11.6

A non-flashing, red brake light will be fitted so it is clearly visible from the rear of the vehicle.

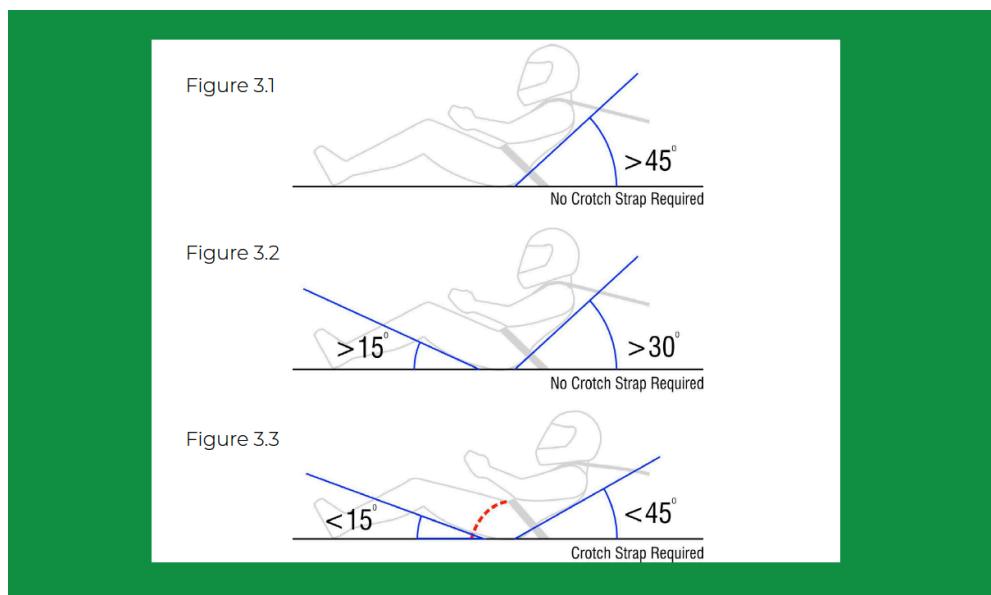
T11.7

The drive train must be guarded to prevent fingers, hair, and clothing from becoming trapped at any time.

T11.8

The use of locking nuts on safety critical components is mandatory, including but not limited to: safety harnesses, roll bars, wheels, steering, and braking systems. Bolt must be long enough to use the entire locknut surface.

Safety Note – If in doubt, use locking nuts.



STEERING

T12.1

Steering systems must have minimal play.

T12.2

Steering must be able to operate smoothly from lock to lock, without wheels making contact with bodywork.

T12.3

Steering must be by mechanical linkages only.

T12.4

Steering must be by front wheels only.

T12.5

Steering must be operable by hand only.



T13.1

The accelerator must be spring-loaded to the OFF position.

T13.2

Electronic motor controllers must not be capable of boosting battery voltage, i.e. at any time, the voltage across the motor terminals may not exceed the voltage across the battery terminals.

T13.3

A fused link/cut-out must be in place in the main power circuit, rated at 70 amps or less.

T13.4

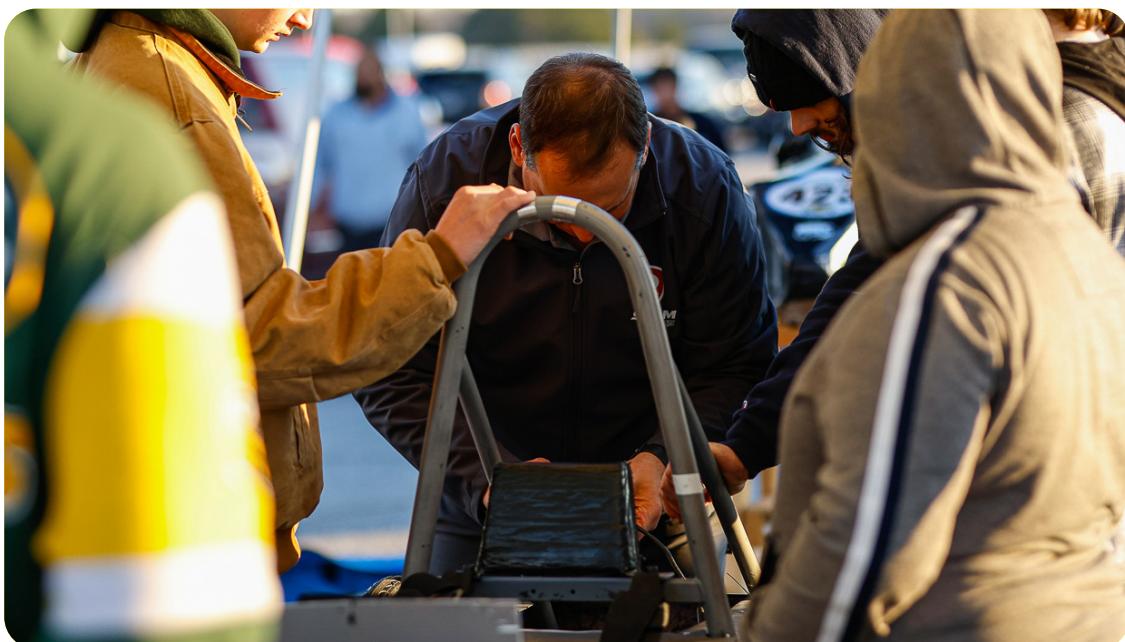
All wires, terminals, and connections on the vehicle must be neatly run, secured, and unable to chafe, away from moving parts.

T13.5

All wiring and electrical components must be correctly rated for their use.

T13.6

Low-current ancillary circuits must have their own fuse (normally 5A or less).



T14.1

Transmission of any form of electronic data to the car by whatever means is prohibited. Communication with the car/driver is only allowed via verbal (e.g. cellphone with headphones or radio) or visual (pit board) means. Cell phone with headphone communication is only permitted if the driver is only using one earbud. The call with your Pit Crew must be placed before the driver enters the car's driver cell.

Reference T14.3

T14.2

Telemetry and all communication systems must operate at national legal frequencies and power levels.

T14.3

Driver-to-pit audio communication systems must be used without removing either hand from the steering wheel. Any item, other than primary vehicle controls, in the driver's cell, must be adequately and securely restrained. No items shall be attached to the safety harness.

T14.4

All cars MUST display three current-year GreenpowerUSA-issued race number stickers. These 10" (254 mm) diameter circular stickers will be placed on the left, right, and front of the vehicle. Race number stickers are provided at no charge at each team's first event. Replacement stickers, after the first event, will be at the team's expense.

NOTE: Teams should **MUST** leave space in their car designs for these stickers.

T14.5

Provision must be made for the positioning of a timekeeping transponder, which will be provided at events complete with a mounting bracket. This must be mounted vertically on either side of the vehicle, on the outside of the bodywork. It must be located between the front axle and the race number, at axle height, and have a clear line of sight to the ground. No fairings are permitted. See Figure 4.

Transponders must be mounted in a way that it does not come into contact with the racing surface.

OTHER

T14.6

Cameras must not be attached to the crash helmet. Cameras must be attached to the car with secure mechanical fixing. Suction-mounted cameras are not permitted.

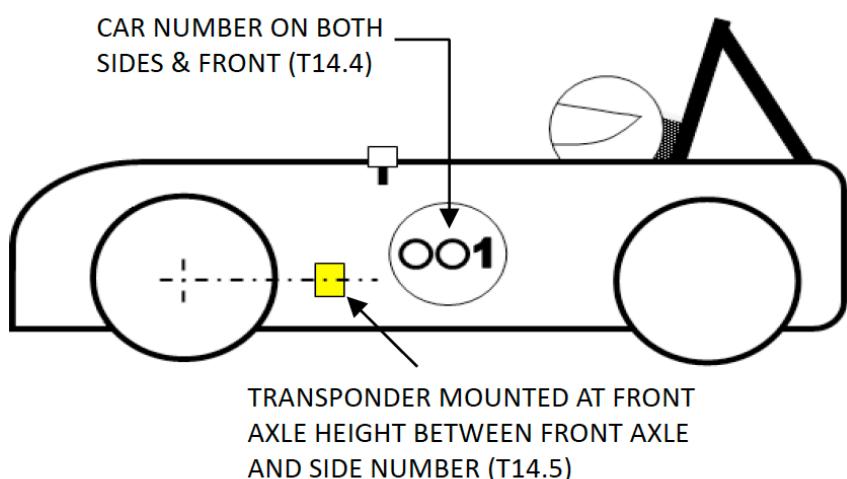
T14.7

Greenpower will supply national partner stickers which must be applied to the vehicle in a prominent position.

T14.8

Lift points, for use by recovery marshals, must be clearly marked. Lift points must provide for a balanced lift of the vehicle in race-ready condition excluding the driver.

Figure 4



T14.9

Cars may only be propelled by the drive system located on board, and drivers may not use any part of their body to propel the car. Drivers cannot put their arms/hands outside of the driver compartment to assist the car in a forward movement.

T14.10

Provision will be made for scrutineering stickers to be placed on the driver's left side and "Road to DEGA" Stickers on the driver's right side of the car. See Figure 5A and 5B.

NOTE: Please remove all previous year scrutineering stickers from the car.

Figure 5A

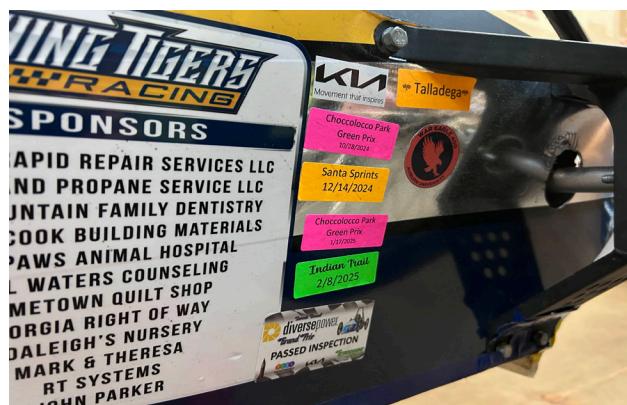


Figure 5B



TEAM CLOTHING

S1.1

Drivers must wear properly fitting full-face helmets with visor or goggles and properly fitting safety harnesses at all times during practice and competition. It is the responsibility of the driver and team manager to ensure helmets fit properly and are in serviceable condition. In use helmets must be securely fastened. Helmets must have the DOT Approved/Certified sticker visible upon inspection.

Helmet Strap Tightness will be evaluated between the driver's chin and chin strap so that a ping pong ball CANNOT pass through.

S1.2

Drivers must be outfitted with suitable clothing covering them from head to toe. Full length sleeves and pants are required for all drivers.

S1.3

Full fingered gloves must be worn by the driver.

S1.4

All team members must wear stout closed toe footwear, ideally with toe protection.

S1.5

Hair may not come out more than 6 in past the end of the helmet.

S1.6

Team shirts may not resemble Greenpower USA Race Official uniform shown below.



LOGBOOKS AND SCRUTINEERING

S2.1

GreenpowerUSA will maintain an electronic Logbook entry for all cars. This will include scrutineering comments that must be actioned before future events, otherwise the vehicle will not be allowed to participate.

S2.2

Cars must pass scrutineering before being permitted on track.

S2.3

Cars presented for scrutineering must be in ready to race condition with all covers, bodywork and electrical items in place. Teams should be prepared to remove covers and or bodywork if requested to permit access to all areas of the car.

S2.4

Tallest and shortest drivers, with helmets, must be present at scrutineering. All drivers with helmets must be present at scrutineering to prove helmets are fitting properly.

S2.5

Once cars have passed scrutineering team members must exchange their scrutineering paperwork for a timing transponder at Race Admin. Transponders MUST be returned to Race Admin before leaving the event. Failure to do so may result in a \$300 charge.



LOGBOOKS AND SCRUTINEERING

S2.6

All cars involved in an on-track incident or a black flag may be subject to inspection before being permitted to continue. Any corrective measures identified during this inspection must be completed before the car will be permitted to return to the track. (Penalties)

S2.7

Prior to exiting the pit lane each car/driver will undergo safety checks including but not limited to, correct clothing, safety harness fitment, helmet & chin strap, brake operation and horn testing.

S2.8

Once cars have passed scrutineering no parts, including batteries, can be removed, replaced, or adjusted without a reinspection. Removing parts, including batteries, voids the “Passed Scrutineering Certificate”.

If work needs to be done after the car has passed scrutineering, permission must be given by the Race Director and then be inspected again.

S2.9

If comments from the previous event Scrutineering form are not addressed, the car will not be eligible to compete until rectified and Race Official approval.



TEAM MEMBERS

S3.1

At the start of the race season, team members must be enrolled in:

- Grades 6–8 to compete in F24 Intermediate Categories
- Grades 9–12 to compete in F24 Advanced Categories
- To compete in F24+, all team members must be aged 18 or older.

S3.2

All drivers must have signed the event registration form that must also be countersigned by a responsible adult. This must be submitted to Race Admin before participating.

S3.3

Drivers must be aware of the following flags that will be used on track:

- GREEN – The appearance signals a clear course and indicates the immediate start or restart of a race.
- YELLOW – A displayed Yellow flag at a corner station signifies the driver needs to use caution ahead. These are displayed for a stopped car on course or debris on course ahead. Once a driver sees the Yellow flag they need to proceed with caution. Drivers must give at least 10 feet (where possible) between them and the stopped car / recovery vehicle or personnel. Passing under yellow is only allowed when:
 - The driver can continually maintain a safe passage while giving the 10 foot minimum (where possible) for stopped vehicles / recovery vehicles or personnel, or
 - The driver has passed the incident and no flag can be seen at the next corner station.
- RED – Extreme danger. Stop racing. Come to a controlled stop as quickly as possible to the edge of the track and within driver's sight of the marshal post. Await instruction from the corner official.
- BLACK – Displayed to a car, with audible car number indication, for an infraction or safety concern. Driver is to report to pit road immediately and safely.
- CHECKERED – Notifies the race or practice session is finished. Cool your car down and return to the pits at the next opportunity.

Please take note of the Flag Information document on Page 39

TEAM MEMBERS

S3.4

The lead car is defined as the car with the rear axle in front of the front axle of any trailing car(s). If the trailing car has its front axle ahead of the lead car's rear axle than both cars must leave room to race for safe passage around the track.

Drivers must at all times maintain a steady line. They must not move to block other cars. A block is defined as intentionally preventing another car from passing. A lead car is allowed to maintain the racing line.

Intentional tailgating/drafting is prohibited – drivers must not follow closely in line behind other cars, maintaining at least two car lengths.

S3.5

All drivers must be able to read (with glasses or contact lenses, if necessary) a road car number plate from 65 feet.

S3.6

All team members must be fully conversant with the Supplementary Regulations for each event, must be knowledgeable about their vehicle, and must attend the Team Briefing at events.

S3.7

It is the responsibility of the team manager/adult coach to ensure all drivers are able to drive safely with adequate all-around visibility.

S3.8

(F24) - Adults must not participate in pit stops unless by specific arrangement beforehand with Greenpower.

S3.9

At pit entry all cars must switch off their isolator switch and remove the key. One team member is required to meet cars at pit entry to push them at walking pace to their pit. Running in the pit lane will be penalized. **Drivers must NOT unbuckle their safety harness / helmet or remove gloves until the driver has stopped the car at their pit.** Cars must not be pushed away from the pit to rejoin the track until the driver is correctly harnessed and clothed.

S3.10

Driver must come to a complete stop before the designated red cones at pit entrance. Drivers who cannot stop will be penalized and brakes must pass 300 N (67lbf) Force Test before rejoining the race. Test will be performed by a Race Official.

RACE FORMAT

S4.1

Races run to pre-defined durations. These are: F24, 90 minutes; F24+, 60 minutes. During an event, if deemed necessary by the Race Director, race durations may be shortened/modified.

S4.2

A minimum of two driver changes must take place in the 90-minute race. Drivers may only operate one car per classification.

S4.3

Each driver (at least 3) must drive for a minimum of 15 continuous minutes and no driver may drive for more than 45 continuous minutes in each race.

S4.4

(F24+ only) - There is no limit to the number of drivers that may be used during a race.

S4.5

Cars must be able to start under their own power. Push starts for vehicles are not permitted at the start of the race.

S4.6

During qualifying events (events not at Nationals), cars that record a speed of 15 mph or less for three consecutive laps will be removed from the heat via a black flag indication, and the Race Director will determine if the car will be permitted to reenter the track. A second occurrence will result in removal from the track for the remainder of the current race heat.

Prior to 60 minutes into the race heat, please see T2.1



S4.7

All cars must be able to be recovered from the racing surface by at most two people - the recovery official and the current driver of the vehicle being recovered.

PENALTIES

S5.1

Teams found to be infringing any of these or event specific supplementary regulations may be penalized by the Race Director. See S5.2 for Penalty Details. All penalties are taken off the event score, regardless of heat in which the infraction(s) occurred.

S5.2

Penalty Details

HOLD UNTIL RECTIFIED

- P1 - Mechanical issue suspected with the car

HOLD UNTIL RECTIFIED AND 1 POINT DEDUCTION

- P2 - During a race session, a driver on track (incl. Pit Exit and on grid) without a full-face helmet; long hair/hoods not tucked into helmet/clothing; loose safety harness; improperly secured helmet strap; no gloves; or bare skin exposed or improper footware (without event exception)
- P3 - Installing/Adjusting/Removing safety harness, helmet chinstrap, or gloves while car is moving in Pit Road
- P4 - Brake light fail at Pit Exit or Grid

MINOR INFRACTION - 1 POINT DEDUCTION

- P5 - Failure to slow down to a walking pace on approach to pit lane marshal- Releasing throttle at Yellow Cones
- P6 - **Failure to slow down to and stay at a walking pace, and conduct the car safely in pit road between pit lane marshals. The driver must be in control of the steering and braking of the car the entire time the car is moving through pit road.**
- P7 - Unauthorized activities by team members in Pit Road
- P8 - Blocking a pit stall in Pit Road
- P9 - Violating the instructions outlined in the Yellow Flag description in Rule S3.3.

INTERMEDIATE INFRACTION - 2 POINT DEDUCTION

- P10 - Failure to stop completely before the Red Cones, when entering Pit Road (Ref S3.10)

MAJOR INFRACTION - 5 POINT DEDUCTION

- P11 - Deliberate or negligent blocking (making more than one move per corner) or dangerous driving of any description
- P12 - Unsportsmanlike Conduct (Depending on severity could result in heat/event DQ)
- P13 - Vehicle driven under power in Pit Road or driven under power outside of a racing session
- P14 - Vehicle driven under power outside of the official course at an event at any time

PENALTIES

S5.2 (continued)

Penalty Details

RACE HEAT DISQUALIFICATION

- P15 – Performing less than the required minimum of two (2) driver changes in a race session
- P16 – **Violation of Sporting Regulation S4.3 (Driver Stint Time)**
- P17 – Unauthorized changing of batteries during a race session (Ref T2.1 and S4.6)

EVENT DISQUALIFICATION

- P18 – Breach of Technical Regulations for which the team have not been granted exemption by the Chief Scrutineer (Ref T1-T14)

SEASON DISQUALIFICATION

- Greenpower USA reserves the right to issue the judgements below on a case-by-case basis depending on the severity of the infraction(s). The final decision will be made via a majority vote by the F24 Rules Committee.
 - First Violation – Loss of previous event points within current season
 - Second Violation – Season DQ and not permitted to race in National Championship event

S5.3

Breach of Regulation T8.2 – Driver eye line too low

- Team car will be black flagged (penalties below pertain to all drivers for a specific car number):
 - First Offense – 2 Point Deduction
 - Second Offense – Heat DQ
 - Two Heat DQs at the same event is an Event DQ

S5.4

Penalty Process for Profanity:

- First occurrence will be followed with a warning
- Second occurrence will result in a 2 point penalty being issued to the team.
- Repeated/Excessive occurrences could result in a heat or event DQ.

S5.5

Any car/team that violates Quarantine procedures can be subject to sanctions determined by GreenpowerUSA.

CHAMPIONSHIP REGULATIONS

S6.1

Championship points, qualifications, and event result details are published on our website.

S6.2

Teams must compete in a sanctioned Greenpower USA points race in order to receive National Championship points. Competing in a sanctioned event means your car must be on-site, in person or via GreenpowerUSA-approved Remote Waiver, in that event AND your team must submit the appropriate presentation for the specified event.

Remote waivers are available upon request. Not all requests will be granted. Requests will only be granted in specific circumstances. This will be determined by the GPUSA Staff.

S6.3

National Championship Recognition

- In the event of a National Championship race, the winners in each category of that event will be declared the National Champion for their category. Grid placement will be based on each team's best four (4) event scores. In order to qualify for the National Championship Division of the National Championship Race, teams must compete in at least four (4) sanctioned races prior to the National Championship Race.
- In the event there is NOT a National Championship race, the National Championship will be determined by the total of each team's best four (4) event scores from the Race Season.



SCORING REGULATIONS

S7.1

Each team's Event Score at a sanctioned Greenpower USA Foundation event cannot exceed 100 points.

S7.2

An Event Score is calculated using the following system:

- Presentation Score (not to exceed 50 points)
 - A panel of judges will score a car's presentation and the average of their scores is the presentation grade. This grade will then be divided by 2 to create the Presentation Score.
- Race Score (not to exceed 45 points)
 - Race score is counted by comparing a car's lap count with the lead lap count within the division (Divide team lap count by Division's lead lap count and then multiply the result by 45)
- Race Placement Bonus (within race class):
 - 1st Place - additional 5 points
 - 2nd Place - additional 3 points
 - 3rd Place - additional 1 point

See Figure 6 on the next page for an example of the Scoring Method.

S7.3

In the event that two or more teams finish with the same event score, the tiebreaker will be determined based on their race placement, in order of finish.



SCORING REGULATIONS

FIGURE 6

School Name	Pres. Grade	Pres. Score	Heat 1 Lap Count	Heat 2 Lap Count	Lap Count for Scoring	Race Score	Race Place-ment Bonus	Penalty	Event Score
Arthur High School 35	91.00	45.50	65 laps	61 laps	65 laps	44.32	3		92.82
Castle Hills High School 77	86.33	43.17	66 laps	66 laps	66 laps	45.00	5		93.17
Jones Career Tech Center 146	85.67	42.84	60 laps	62 laps	62 laps	42.27	1		86.11
Wilson High School 90	92.00	46.00	58 laps	58 laps	58 laps	39.55			85.55

In this example, the rankings from this event would be:

- 1st Place - Castle Hills High School
- 2nd Place - Arthur High School
- 3rd Place - Jones Career Tech Center
- 4th Place - Wilson High School

LEGEND

- Items in blue columns are added together to make the event score on the end of the Figure above.
- The pink column would be the average score from all judges for that specific event.
- The green columns are from the race heats for that specific event.
- The red column is where deductions would take place for that specific event.

GENERAL

S8.1

Animals, with the exception of service animals, are not permitted within Pit Road at Greenpower event venues unless specifically noted in Supplementary Regulations.

S8.2

Unauthorized ball games and outdoor hobbies are not permitted in Pit Road areas or near the track at Greenpower events.

S8.3

Smoking/Vaping is not permitted at Greenpower events.

S8.4

The use of drones at events is subject to Supplemental Regulations and must adhere to all local and federal regulations.

S8.5

Local jurisdiction laws and policies of an event location will apply to all participants and spectators.

S8.6

Greenpower USA Race Officials can impose a maximum penalty of 5 points off the Event Score for General violations at a specific event. Severe infractions (as determined by the Race Director) may result in an Event Disqualification. If multiple violations occur, the team may face disqualification for the remainder of the season AND become ineligible for the National Championship recognition. (Reference S5 Penalty P13 - Unsportsmanlike Conduct)



TERMS OF ENTRY

By entering for any Greenpower USA Foundation organized event, the team(s) is/are agreeing to the following Terms of Entry:

E1.1

Published regulations may be subject to change. In the event of this happening, notification will be sent to all entered teams and posted on the Greenpower website.

E1.2

All vehicles will be subject to pre-event and possible post-event scrutineering to ensure compliance.

E1.3

The vehicle and required drivers must be presented at scrutineering (race day safety check) in a race ready configuration.

E1.4

Supplementary Regulations specific to each event will be published approximately two weeks beforehand and sent by email to all entrants for that event.

E1.5

Greenpower's scrutineers and officials accept no responsibility for damage caused to cars while performing safety checks, recovery or rescue during an event.



E1.6

While these regulations, the scrutineers and other officials endeavor to ensure vehicles are safe to participate, ultimate responsibility lies with the entrant.

E1.7

While compliance with the Technical and Sporting Regulations should result in a compliant vehicle, race officials reserve the right to prevent a vehicle racing. A vehicle deemed unfit may, following modification and further inspection, be permitted to race.

TERMS OF ENTRY

E1.8

It is understood that all persons participating in events under these rules are doing so at their own risk and the entrant will ensure that all competitors will have disclaimers (as provided by the Race Organizer) signed by their parents or guardians prior to competing.

E1.9

Greenpower ensures that Public Liability and Personal Accident Insurance for participants is always in place for events under their control and accept no liability for events organized by third parties or team practice sessions.

E1.10

As part of the communications activity, Greenpower regularly uses photography for publicity purposes. Entrants must ensure all participants are aware of this and the necessary permission is obtained. If permission is not granted, Greenpower must be notified prior to every event in which the participant takes part.

For Greenpower USA Social Media updates, please follow the following handles:

Facebook

@gpusafoundation

Twitter

@Greenpower_USA

Instagram

@greenpower_usa

LinkedIn

GreenpowerUSA

Greenpower USA Foundation
PO Box 4087
Huntsville, AL 35815

Telephone: (256) 203-6553
Email: drew.sparks@greenpowerusa.net
Website: www.greenpowerusa.net

FLAG INFORMATION

All team members need to be familiar with the following flags and their descriptions. If you have any questions, please ask during the Safety Meeting at your next event.



The green flag when displayed at the Starter's Bridge indicates the course is clear and racing is underway.



A single stationary or “standing” yellow tells drivers to slow down because something hazardous is off of the race surface but in the area, such as a vehicle off course, an emergency vehicle attending to a disabled car, an exposed corner worker in an unsafe area.

A waving yellow indicates that drivers must slow down and be prepared to take evasive action or stop to avoid an obstruction in the roadway.

Specific procedure for a Yellow Flag in a Greenpower race can be found on Page 28.



When a red flag is displayed it is shown at all stations and at start. The session has stopped and drivers must come to a controlled stop on the side of the race course.



An open black flag, displayed by Start and Black Flag Station with a number board displaying a driver’s car number. This open flag tells a specific driver to come to the pits to meet with officials. When black flags are displayed at all corner stations, the race session has halted and cars must come into the pits.

A closed or furled black displayed with a number board at the Start Bridge is a warning to a driver that improper actions have been observed.



A checkered flag tells drivers that the race or session has ended. Return to Pit Road upon seeing this displayed to your car.



2025-2026 F24 RULES TEST

All adults listed on your official Team Roster MUST pass the 2025-2026 F24 Rules and Regulations Test with a score of 100%. You may use this document while you take the test.

Teams will be ineligible for event awards and National Championship points until all adults on the roster have passed the Rules Test with a score of 100%.

Your official team roster is the one that is found inside your team's GreenpowerUSA-issued Google Drive folder.



SCAN ME

The F24 Rules test can be found in the following locations:

- Scanning the QR code above
- F24 Members Homepage
- F24 101 Course Catalog
- Volunteer Page on the Greenpower USA website
- Category page for F24 on the Greenpower USA website

F24/F24+ CERTIFICATE OF SELF-COMPLIANCE

Event	Coach(es) / Mentors Signatures (all)
Date	Student Representative Signature (only 1)
School/Organization Name	Car Number

The entire Team (students and Coaching Staff) agree with the following:

The following will be presented to the Scrutineer:

- Car in race-ready condition (radios and cameras mounted/installed)
- All Drivers dressed in full race gear as if they are about to enter the track
- Team-completed Scrutineering Form
- Self-Certification of Compliance Form

After acceptance, the car will be directed to the Quarantine area.



Check the items below are completed or acknowledged.

1. The Team has read the current year's Rules and Regulations, and our car is in complete compliance.
2. The Team checked their car upon arrival at the event site using the attached scrutineering form and is in complete compliance.
3. Car meets Regulation T2.2 (If the car has Non-Standard Wiring or a motor controller, the wiring diagram has been uploaded to the Team Folder and a copy is being presented at Scrutineering. Indicator stripe has been applied to the Roll Bar)
4. Car meets Regulation T7.6 (1-inch closed cell foam covering both side areas between the front bulkhead to the rearmost point of the driver's seat)
5. Car meets Regulation 11.7 (Drive Train guard)
6. Car meets Regulation T11.8 (Locking nuts on safety critical components. Bolt must be long enough to use the entire locknut surface.)
7. Car meets Regulation T14.5 (a method to mount a transponder in the correct location)
8. Once the car is placed in Quarantine there will be no adjustments of any type to the car. If an adjustment is to be made while in Quarantine, it must be done with the approval of a Race Official and under the supervision of a Race Official.
9. We understand the car may be subject to a spot inspection at any time during the event day.
10. All cars of each division will be inspected immediately following the end of the heat, as determined by Race Officials. Cars will be directed to the Post-Race Inspection Area.
11. Failure of a Spot inspection or the Post-Race inspection of Technical or Sporting Regulations will result in sanctions determined by Greenpower USA.
12. Failure of a Spot inspection or the Post-Race inspection of Technical or Sporting Regulations of 2 current season events will result in more severe sanctions determined by Greenpower USA.

NOTE: If there is a question or concern about any of the above-mentioned items, please note it below by writing only the corresponding number and bring it to the attention of a Race Official for review.

Scrubineer Checks Below

Brakes Helmets Seat Belt Batteries Steering Brake Light

Notes:

SCRUTINEERING FORM

(Page 1 of 2)

GreenpowerUSA INSPIRING INNOVATION				TRANSPONDER: Version 1.0				
Event Name:				Date				
Scrutineer:				Class				
Team Name:				Car No.				
RULE	ITEM	REQUIREMENT		PASS	FAIL	RETEST	Note No.	
DRIVERS		Tallest Driver Seated/Strapped In						
	T14.6	Other	Crash helmet has no fairings or cameras attached to it. Cameras must be attached to the car with secure mechanical fixing. Suction mounted cameras are not permitted.					
	T10.1	Roll Bars	A line drawn between roll bars is at least 2 in. (50mm) above the helmet of the tallest driver.					
	T6.3	Exit		Shortest Driver to replace Tallest Driver who can, unaided, rapidly/safely exit the vehicle.				
DRIVER SAFETY	T11.4	Safety Eqpt	The safety harness lap strap fully tightens around the lap and shoulders, with mounting points on either side.					
	S2.4	Safety Eqpt	All drivers present with helmets for proper fit test					
	T11.1	Safety Eqpt	Two driver adjustable, wide field rear view mirrors, fitted in clear air, fairings attached to mirror.					
	T11.4	Safety Eqpt	Shoulder strap mounting points are around shoulder level to rear approx 6 in. (150mm) apart.					
		T11.4	Safety Eqpt	A minimum of 4 point harness is fitted, with straps at least 2 in. (50mm) wide, all anchor points are secure with locking nuts.				
DIMENSIONS	T5.2	Dimensions	The ground clearance under the entire car is greater than 1.25 in. (30mm).					
	T5.1	Dimensions	The whole vehicle is less than 110 in. (2800mm) long, 47 in. (1200mm) wide and 47 in. (1200mm) high.					
	T5.3	Dimensions	The rear of the vehicle extends no more than 31.5 in. (800mm) from the rear axle centreline.					
BRAKES	T9.2	Brakes	There are two independent brakes acting on both front or both rear wheels.					
	T9.4/5	Brakes	The brakes are operated by hand without removing either hand from the steering wheel.					
	T9.1	Brakes	The car does not move when brakes are fully applied and a 300N force is applied forwards. (67 lbs or 30Kg on scales)					
BATTERIES	T2.1	Batteries	Approved GPUSA batteries being used. Circle what is being used AT SCRUTINEERING (NOTE: Manufacturer label cannot be covered up)		YUASA REC36 INTERSTATE DCM0035			
	T2.2	Batteries	Is there any non-standard wiring? If the answer is yes, team must provide wiring diagram in person and submit into team's Google Drive Folder. Also, verify indicator stripe on rear roll bar brace.		Standard Wiring installed	Non-Standard Wiring installed		
	T2.2	Batteries	Auxiliary devices are powered by maximum 1 PP3, or 6AA batteries, or the GPUSA approved USB power bank, not fed into the main power.					
	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.					
	T2.3	Batteries	Battery installation/removal can be conducted safely using appropriate manual handling practices.					
	T4.1	Batteries	The base of the main batteries is at or below 3.9 in. (100 mm) from the ground.					
BODYWORK	T8.2	Bodywork	Bodywork to the front or sides of the driver's helmet is lower than the bottom of the driver's helmet visor aperture with shortest driver in racing position.					
	T8.1	Bodywork	Anything forward of the front bulkhead must be easily deformable. See flow chart over page.					
	T8.3 and T10.5	Bodywork	No bodywork will be higher than 6 in. (150mm) below the top of the rear roll bar. The top 6 in. (150 mm) of the roll bar must not have any attachments (fairings, aerodynamic aid, or cameras).					
DRIVER'S CELL	T7.1	Driver's Cell	A solid front foam crash structure at least 7.87 in. (200mm) long, 7.87 in. high and 7.87 in. wide with compressive strength of 300-700 kPa is fitted to the front bulkhead. The bulkhead is vertical and parallel to front axle centre-line.					
	T7.2	Driver's Cell	A rigid driver's cell runs from the front bulkhead to the driver's back.					
	T7.2	Driver's Cell	Between the harness lap strap mounting points and the driver's back, it will extend to a height of 10in. (250mm) above the seat base or above the drivers elbows, whichever is greater.					
	T7.2	Driver's Cell	From the front bulkhead to the lap strap mounting points it will reach the top of the driver's cell or 10 in. (250mm), whichever is lower.					
	T7.3	Driver's Cell	The driver's cell skin forms a continuous protective layer and is of rigid sheet material 0.06 in. (1.5mm) thick (plywood 0.12 in. (3mm)). The skin must be securely attached directly to the driver's cell.					
	T7.4	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 including the area around the driver's legs and feet.					
	T7.7	Driver's Cell	Any sharp edges or protrusions in the driver's cell must be padded.					

For a full page scale version of this scrutineering form, please download it from the Members Section of the website.

SCRUTINEERING FORM

(Page 2 of 2)

ELECTRICAL	T13.1	Electrics	The accelerator is spring loaded to the off position.			
	T13.3	Electrics	There is a 70 amp or lower circuit breaker or fuse fitted.			
	T13.4/5	Electrics	All wiring is secured away from moving parts and correctly rated for its use.			
MOTOR	T1.1/2	Motor	Motor securely attached, unmodified with warranty seals intact.			
	T1.3	Motor	The motor is air cooled only and any fans are powered by the main batteries only.			
	T1.1/2	Motor	Approved Greenpower motor with seals intact.			
OTHER	T14.4	Other	Three current-year, Greenpower USA-issued 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.			
ROLL BARS	T10.4	Roll Bars	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.			
	T10.2	Roll Bars	Rear roll bar is firmly secured to the chassis with sufficient load spreading. May not be glued or bonded.			
	T10.3	Roll Bars	Rear roll bar rigidly braced within 7.87 in. (200mm) of the top centrally or both sides. Roll bar/Brace angle exceeds 25°.			
	T10.6	Roll Bars	Roll Bar/Brace Structure extends down to at least shoulder strap mounting point level.			
SAFETY EQUIPMENT	T11.2	Safety Eqpt	There is a clearly audible single-tone horn. (Measured at 75 dB(A) at 5 ft from the front of car)			
	T11.3	Safety Eqpt	100A isolator switch, directly operable by the driver/marshals, is fitted with on/off positions clearly marked.			
	T11.6	Safety Eqpt	There is a clearly visible non-flashing red brake light.			
	T11.5	Safety Eqpt	If the seat has combined angles of less than 45 degrees a minimum 5 point harness is fitted.			
	T11.7	Safety Eqpt	The drivetrain is guarded to prevent fingers, hair, clothing etc becoming trapped at any time.			
SEATING	T11.8	Safety Eqpt	Critical components use locking nuts with at least 1 thread protruding, locking compound alone is not acceptable.			
	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.			
STEERING	T4.2	Seating	The base of the driver's seat including padding is at or below 3.9 in (100 mm) from the ground.			
	T12.1	Steering	There is minimal play in the steering system and control rods do not reach horizontal position.			
	T12.2/3	Steering	Steering is mechanical and operates smoothly from lock to lock without fouling bodywork, locknuts are secure.			
	T12.4/5	Steering	Steering is operated by hands only and only operates front wheels.			
	T3	Wheels	The wheels are secure with minimal play in the bearings, axles and kingpins.			
WHEELS	T3.3	Wheels	The track, as measured from where the tyres contact the ground, is not less than 19.685 in. (500 mm).			
	T3.1/4	Wheels	Tires are pneumatic, in good condition, and between 12 in. (300 mm) and 20 in. (520 mm) in diameter.			
	T3.5	Wheels	Plastic spoked wheels are not permitted.			
	Other	Other	There is nothing else that would cause you to deem the car unsafe.			
	Logbook	Check previous comments have been addressed.				

Tick below as applicable

FAIL - give this form and the logbook to the Chief Scrutineer	<input type="checkbox"/> Fail
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	<input type="checkbox"/> Pass

NOTES: Refer to note numbers on line items above.		STOCK CATEGORY ONLY.		
		Is the rear axle sprocket, and motor sprocket, the Stock sprockets?	YES	NO
		TIRE SIDEWALL RATINGS (max PSI)		
		Stock can't exceed 75 PSI		
PICTURE(S) OF CAR		Driver Front Left	Driver Front Right	
		Driver Rear Left	Driver Rear Right	

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