

SAFETY AND SPECIFICATION CHECKLIST

The following conditions are to be adhered to. Remember, only the Safety Inspection Committee can concession non-compliances.

Structural Safety

- All '**MANDATORY CAR DIMENSIONS**' must be met.
- All steering and brake system turnbuckles prevented from turning due to vibration.
- All parts of 'Major Components' are mounted securely with through bolts, suitable flat washers and lock nuts, lock washers or 'Lock-tite'.
- All steering and brake system cables remain snug throughout movement extremes.
- All steering and brake system cables are terminated with double crimps or double clamps.
- No open pulleys are used (where cable may come off the pulley wheel).
- Brake pads that drag on the ground are able to extend 1" below the road surface to compensate for any road surface irregularities.
- Wheels and front axle king pin are secured with locking nuts, double nuts, cotter pins, or other suitable method.
- Wheels do not bind or rub anywhere throughout movement extremes.
- Axles are securely fastened.
- No sharp objects are in the vicinity of the driver when seated.
- All parts of the 'Major Components' are accessible for visual inspection.
- Car is reasonably solid in construction and free of loose parts.
- Weights, if used, are securely fastened.
- Braking system design is mechanically sound and effective.
- Steering system design is mechanically sound and effective.
- Steering wheel design does not present a potential hazard.
- Steering stops are adequately positioned and secured.
- Wrist straps are installed where applicable.
- Seat belts are installed and properly adjusted.
- Roll bar is mechanically sound and effective.
- Helmet is present and fits.
- Goggles are present and don't fog up.
- Elbow and/or kneepads are present where applicable.
- Weight (no more than weight requirements) including driver and safety gear.

Driver Proficiency

- Driver can operate brakes satisfactorily.
- Driver can operate steering satisfactorily.
- Driver understands the structure of the race regarding:
 - When to brake
 - How to brake safely
 - Staying in own lane
 - False start procedures

INSPECTIONS

All cars must pass a formal inspection **with their drivers** prior to race time. All inspections will be done on Saturday morning prior to the races. This will allow you to identify potential problems before you develop them too far. When changes are indicated, the car must be re-inspected to assure total compliance. The Safety Inspection Committee is the only body permitted to concession non-compliances and their decision is final.

- Car must pass final inspection **race day**. All mechanical components of the car will be inspected for structural, design and safety adequacy.
- Driver(s) must pass final inspection **race day**. The driver(s) will be checked for driving and braking ability, fit in regards to roll bar and seat belts, adequate protective wear and overall car/driver weight.
- No revisions are permitted after the final inspection.
- Changes in weight will mandate an inspection to accommodate cars' use by multiple drivers.

Only after the racer passes all of the above requirements will it be allowed on the race hill. Reasonable efforts will be made by the committee to have your car qualify; but as you know safety is the utmost priority!

DERBY DAY

The big day has arrived. Your racer is ready and tested, and the paint job is almost dry. Remember to bring your tools, spare parts, helmet, goggles, nuts and bolts, extra cotter pins, oil etc. Packing these the night before may be wise. Some form of platform for the car is very useful for doing minor repairs and wheel lubrication. A milk crate or collapsible workbench such as a 'Black & Decker Workmate' will do fine. **Don't forget the camera!**

With your '**passed inspection**' sticker proudly displayed, the day will start by dropping your car off in the pit area behind the starting line. Proceed to the check-in table where you will draw for your race number on the official race bracket and receive an instruction package. Please read this information carefully.

Take time to familiarize yourself with the MARSHALING BOARD. This is where **you will be informed as to who you will race** and in which lane you will run.

The RACE MARSHAL will answer any questions you may have. Race officials will not have any supplies on hand for repairs, lubricating, or cleaning.

Track setup is a big job requiring the help of **EVERYBODY**. It is imperative that races follow instructions and rules before the race begins. Do not try to attempt any trial races on race day. **All racers are responsible for cleaning up their areas.**

AWARDS

Participation Awards: Every car/entrant will receive a participation t-shirt one time during the racing season. There will be 4 races during the season..

Peoples Choice Award: An award will be given to a car chosen by a popular vote for the **best-designed homemade car**. This will include Engineering, Paint Job, and Original Design etc. In the event of a tie, two awards will be given.