**SCRUTINEERING**

At the moment, Motorsport UK have asked that competitors Scrutineer their own vehicles for safety prior to an event. This is to ensure ‘social distancing’ and avoid the risk of contamination.

Below is a check-list of what I would normally check before taking part in an autotest. It is for guidance only as not everything on the list may apply to your vehicle, and there may be features on your vehicle that are not included in the check-list.

Once you are satisfied that your vehicle is safe to compete in, then please complete the relevant section of the ‘Competitor’s Signing-On’ form (for our autotests you do not need to worry about the sections about Vehicle Passport, FIA homologation, helmets or fire extinguishers - leave those blank)

DOCUMENTS: If you drive to the event in the competing car, then it must of course be road legal, taxed, insured and have a valid MOT if it requires one. As a result of the event being held entirely on private land, you may bring it on a trailer and then it need not meet those requirements.

SEATS and SEAT BELTS: There must be at least one seat fitted! The others may be removed if you so wish. Check security to the floor, and that the backrest is not loose, and that the seat locks securely in place after adjusting foreward & backward. It is not a requirement that seat belts are worn, but check that they are in good working order and secure.

PEDALS and CONTROLS: Ensure all the pedals and other controls (handbrake etc) travel over their full range without obstruction and are secure. Check for any fluids leaks inside the car where the pedals operate master cylinders.

STEERING WHEEL: Ensure that the steering wheel is secure, not damaged and has no excessive ‘free play’. If you have airbags, check that the warning light operates correctly and does not indicate a fault in the system.

STUFF in the CAR: Remove ALL loose items from the cabin and the boot. It’s extra weight that slows you down, and the worst scenario is it’ll get wedged under pedals, or hit you at great speed ~~when~~ if you roll-over or crash.

DOORS, BOOT, BONNET: All need to close securely and be able to be easily opened in the event of an emergency.

WHEELS and TYRES: Ensure all the wheel nuts are correctly torqued and that tyres are suitably inflated. Check wheels for cracks and damage. Check tyres for sufficient rubber, bulges, tears and other damage. ‘Knobbly’ tyres are not permitted. A spare wheel is recommended, but need not be carried in the car whilst competing.

FUEL SYSTEM: Filler cap must be present and provide a good seal. Check for fuel leaks under the car and in the engine bay. Bring enough fuel for the day. Check the throttle returns to the idle position correctly, particularly on cars with a carb.

COOLING SYSTEM: Check condition of all components, particularly hoses and the radiator. Ensure that the cooling fan works correctly and that there’s sufficient coolant in the system.

ENGINE and TRANSMISSION: Ensure these have sufficient oil and work reliably. Check for leaks.

EXHAUST: To be secure along its entire length and not excessively noisy. There’s no decibel limit, but please respect our neighbours… if you need to ask if it’s too loud, then it probably is!

BRAKES: Check the fluid level in the reservoir - if it’s dropped near to the MIN level then you either have a leak or worn out brakes. Ensure that the car rolls freely with the brakes off, and stops well with them on.

SUSPENSION and STEERING: Very difficult to inspect without lifting equipment, but be aware of any noises that indicate a problem. Bounce the car on its suspension and turn the steering through its full range. Check steering fluid level if it has hydraulic power steering.

BATTERY: Needs to be completely secure. Check for leaks. Ensure that the terminals are tight. Preferably mark the Negative terminal clearly in case you/we need to get it off in a hurry.

If you have any queries, then please do contact Mark ([marky1@rocketmail.com](mailto:marky1@rocketmail.com)) and I’ll try to help. A photo can often be very helpful when trying to explain (o:

If absolutely necessary, we can check something for you on the day providing we put the correct safety measures in place, but we’d rather not have to do so… and it’ll probably be a bit too late to rectify a problem anyway.