



## Scrutineering List for Motorcycle Competitors

Each competitor is required to check the following (please  all checked items):

### Overall:

- View motorcycle for obvious non-compliance, plus check registration stickers.
- Handle bar ends, lever ends, foot peg ends, crash bobbins, should have no sharp ends, foot pegs must have a minimum of 8mm roundness.

### Front End:

#### Handlebars

- Unobstructed steering movement and the steering neck tight.
- Handlebar grips tight.
- Brake fluid to be sufficient, the reservoir not leaking and the brake lever secure and its action not spongy.
- Throttle movement unobstructed.
- Clutch lever secure and unobstructed movement.

#### Suspension

- Check for suspension movement and fork seal leaks

#### Brakes

- Front brakes callipers wired.
- Front discs not loose.
- Check brake pads for condition.

#### Engine/Frame:

**NB –Everything to be checked must be easily visible, otherwise obstructing bodywork must be removed and brought with to the scrutineering bay.**

#### Engine

- No visible oil leaks.
- Oil filler plug, sump plug and oil filter (when fitted) to be wired.
- All overflow pipes are to have upright and secure reservoirs to contain any overflows.

#### Frame

- Foot Pegs to be stable and secure, including gearshift lever.
- Brake fluid sufficient, the reservoir not leaking and the brake lever secure and its action is not spongy.
- No side stand permitted.
- No antifreeze in water reservoir.
- Rider seat to be secure/fixed.

#### Rear End:

- Chain not to be tight with motorcycle in neutral. (2-3cm play)
- Back sprocket secure.
- Exhaust pipe secure (exception 2-strokes).

#### General:

- Ensure numbers are installed at 3 places (front and both sides), clearly visible on bike. (Black Numbers on white background, Arial Bold, min 120mm high)
- Ensure bike section series sponsor decals are visibly positioned on front and both sides of bike.
- The belly pan of the bike must be sealed (hot fluid) in dry weather and have drain holes open for inclement weather.
- Competitors log books should be checked for correct completion as a condition of entry so that all a scrutineer is required to do is sign if the motorcycle passes scrutineering.
- Competitors should refer to the 'White Book' to ensure what needs to be wired is correctly wired.
- Competitors need to ask for anything that needs to be done to comply to class rules and be responsible for that compliance, for example the marking of tyres.
- It is required that competitors take their helmet and gloves to scrutineering.
- Kit should be checked on a random basis at pit exit by the marshals. It is easy for a competitor to show one set of kit to a scrutineer and use another for the race.
- A basic check of the front and rear wheels should be done at pit exit by the marshals as after scrutineering competitors often change tyres, which in a rush may result in safety critical components being incorrectly re-installed.
- Any points raised in writing and on display at scrutineering before scrutineering commences at the discretion of the COC & TC are to be checked.

### To be completed by all

Name of competitor:

.....

Race No:..... Date:.....

Name of checker:

.....

.....  
Signature of checker