



INSTRUCTIONS

- 1) Fill out the event and team info below.
- 2) Inspect and initial each item on the checklist. (Cited rules are listed on the next page.)
- 3) **BRING THE COMPLETED FORM WITH YOU TO TECH!**

RACETRACK: _____ INSPECTION DATE: _____

TEAM NAME: _____ CAR # _____

CAR YEAR / MAKE / MODEL / COLOR _____

AUTHORIZED TEAM REP: _____ CELL # AT TRACK _____

	Team Rep's Initials	Inspector's Initials or Notes
INSTANT FAIL		
• Race Numbers: <i>Correct number; easy to read; meets Rule 3.17</i>	_____	_____
• Driver's Seat: <i>Base strongly mounted to car; seatback solidly restrained or braced</i>	_____	_____
• Seatbelts: <i>In place; properly routed; properly mounted</i>	_____	_____
• Jack and Jackstands: <i>Team has brought quality floor jack and jackstands to tech</i>	_____	_____
UNDERSIDE (TEAM LIFTS AND SUPPORTS CAR)		
• Exhaust--Design: <i>Won't heat fuel tank or related components; exits past driver</i>	_____	_____
• Exhaust--Layout and Fabrication: <i>Properly built and hung per Rule 3.26 thru 3.26.3</i>	_____	_____
• General Underbody Sanitation: <i>No major leaks or other obvious issues</i>	_____	_____
TEAM MEMBER STARTS CAR & REVS ENGINE		
• Exhaust Noise: <i>Street-legal or quieter (max 92dB @ 50 feet @ WOT)</i>	_____	_____
• Kill Switch: <i>Clearly marked; easily accessible; functional per Rule 3.23</i>	_____	_____
• Brake Light(s): <i>Working and easily visible</i>	_____	_____
• Driver Access: <i>Reasonable ingress and egress</i>	_____	_____
EXTERIOR		
• Head, Fog, Side, and Tail Lights: <i>Removed or fully taped (Supplemental Rules excepted)</i>	_____	_____
• Tires: <i>DOT street legal, 190 treadwear or higher</i>	_____	_____
• Sunroofs, T-Tops, Convertibles: <i>Fully closed (or team must show arm restraints)</i>	_____	_____
• General Exterior Sanitation: <i>No loose or likely-to-bust-off trim, decorations, etc.</i>	_____	_____
ENGINE COMPARTMENT & TRUNK		
• Fuel Leaks: <i>None allowed</i>	_____	_____
• Battery: <i>Properly mounted and positive terminal covered per Rule 3.14</i>	_____	_____
• Cooling System: <i>No glycol or other additives in coolant; working catch tank</i>	_____	_____
• Fuel Tank or Cell: <i>In OE or safer location; correct caps, lines, fittings, vents, etc.</i>	_____	_____
• Engine Firewall: <i>No holes or gaps</i>	_____	_____
• General Engine Compartment/Trunk Sanitation: <i>Wiring, hoses, etc. secure</i>	_____	_____
INTERIOR		
• Rollcage--Design, Materials, Mounting: <i>Correct per Rules 3.1 thru 3.1.4</i>	_____	_____
• Rollcage--General: <i>Professional-quality welds, acceptable corrosion</i>	_____	_____
• Seatbelts: <i>5- or 6-point; date-stamped within 4 years; OK installation and mounting points</i>	_____	_____
• Extinguisher: <i>Meets Rule 3.3; metal quick-release mount; fully charged</i>	_____	_____
• Driver's Seatback: <i>Restrained or braced; extends above midpoint of all drivers' helmets</i>	_____	_____
• Airbags (Where Applicable): <i>Removed, housings open</i>	_____	_____
• Inside and Outside Mirrors: <i>Correct per Rule 3.15</i>	_____	_____
• Fuel Bulkhead: <i>Unbroken metal barrier between tank and driver compartment</i>	_____	_____
• Fluids In Cabin: <i>No exposed fuel, oil, or coolant lines in driver compartment</i>	_____	_____
• Brake Check: <i>Firm pedal, minimal sinking</i>	_____	_____
DRIVER GEAR		
• <i>Separate Gear Inspectors are located at tech--drivers, feel free to bring your gear up whenever you like. Once passed, you'll receive an OK sticker to place on your helmet. See Rules 3.4; 3.4.1; 3.7; and 3.7.1 for driver-gear specs.</i>		

Vehicle Inspector's Name _____ Vehicle Inspector's Signature _____

TEAM REP: TO BE READ AND SIGNED AT THE TRACK

I have prepared and inspected this vehicle and take full responsibility for its condition. I understand that this tech inspection is in no way a certification, representation, or guarantee that this crappy old vehicle is fit or safe to drive, and that this inspection does not imply any liability on the part of the inspectors, the track, or the organizers. I agree to pay, indemnify, or otherwise hold harmless DriversDoor Inc., its agents, or employees from any claims, litigation, or liability arising from any person who seeks to hold DriversDoor, Inc., et al, responsible for any reason connected with this inspection.

Owner/Driver or Team Rep's Name _____ Signature _____ Date _____

CITED RULES

(For quick reference only: You must also read the complete Rulebook at www.24HoursofLeMons.com/rules.)

3.1: Rollbar and Structure: Professionally made full roll cage required. A poorly built, improperly mounted, or badly engineered rollcage can keep you from racing: Don't show up with crap! At minimum, cage must include: Full front and rear hoop, appropriately braced to each other along the roofline; two drivers-side door bars (X-design is acceptable); appropriate main-hoop backstays with no bends, located as close to 45 degrees from horizontal as practical; one main-hoop diagonal; appropriate spreader plates and gussets; complete 360-degree welds at all joints. Each major load-bearing member must be formed from its own single, continuous tube. Shoulder-harness bars strongly encouraged, and virtually necessary for proper shoulder-harness mounting in some applications (the attachment points of all shoulder harnesses must be between zero and 15 degrees lower than the seat-entry point); dash bars very strongly encouraged.

3.1.1: Rollbar Tubing and Padding: Minimum tubing size for cars weighing under 3000 pounds as raced is 1.50" x .120" or 1.75" x .095". Cars weighing over 3000 pounds as raced must use a minimum tubing size of 1.75" x .120". Properly-bent, racecar-grade and -quality tubing is mandatory: no stretched or crushed bends allowed. DOM mild steel is very strongly recommended over ERW (seamed) tubing.

3.1.2: Don't understand any of the above? See where it states "professionally made." You shouldn't be doing this yourself.

3.1.3: All roll cage tubing must be padded with high density roll bar padding wherever a driver may contact the tube.

3.1.4: All attachment points on the vehicle must be selected and reinforced as necessary so that, in an accident, the cage will not punch through, tear, or grossly distort the attachment point. Spreader plates, backing panels, gussets, and/or other reinforcing elements are generally required to meet this goal. Cages mounted to rusty, thin, under-supported, or otherwise stupid attachment points will flunk tech immediately.

3.1.5: Waivers: Previously entered LeMons cars that don't meet the above specs must upgrade their equipment or apply for an individual grandfather waiver before showing up for the race. Be warned: Waivers aren't automatically granted.

3.3: Onboard Fire Extinguisher: Fully charged Purple K, Type 10B:C, or Type A:B:C extinguisher, 2.5 lbs or larger, must be located in easy reach of driver and secured via a proper, purpose-made, all-metal quick-release bracket. (In other words, just go to the damn hardware store and buy a good mount; don't use the cheap plastic thingy that came with the bottle.) No sheetmetal screws or self-tapping screws allowed in mounting.

3.4: Driver's Helmet: Undamaged, full-face Type SA helmet, Snell SA2000 or better, mandatory. FIA 8860-2000 certification is acceptable. No open-face helmets allowed, ever, period, finito. Visors must be intact and in place. Type M (in other words, any motorcycle helmets) and other non-SA helmets not allowed. Hybrid helmets are not allowed, regardless of certification. Don't know if your helmet qualifies? Gently peel back the inner padding to find the Type stamp; if it doesn't have an "SA" sticker or stamp, you're boned. Sharing of helmets, fire suits, gloves, etc. is exceedingly gross, but that's no skin off our nose--you're welcome to do it.

3.4.1: Neck Brace/Helmet Support. Racing neck braces are mandatory. Foam roll-type neck braces are the cheapest (but, naturally, also the least protective) option. Drivers with Hutchens devices, D-Cel harnesses, HANS devices, and so forth are encouraged to use those instead.

3.7: Fire-Retardant Clothing: Full SFI 3.2/A- or FIA 8856-2000-certified fire-retardant driving suits must be worn by all drivers at all times while inside the car. If using a single-layer SFI 3.2/A1 or 3.2/A3 suit, driver must also wear fire-retardant SFI- or FIA-certified longjohns. Multilayer suits rated SFI 3.2/A5 or higher are highly recommended and may be worn without longjohns. Fire-retardant FIA- or SFI-rated racing gloves and shoes are required. And yeah, while they may very well be superior, military-spec or firefighter suits are not FIA- or SFI-rated, so we can't accept them.

3.7.1: Socks and Other Undergarments: Socks, shirts, and other undergarments made of synthetic material (including nylon, orlon, Spandex, etc.) will melt to the skin in a fire and are strictly forbidden. Nomex socks are very strongly encouraged. While cotton or wool socks are allowed, be aware that cotton and wool provide no protection and may increase the severity of burns.

3.14: Battery: All batteries must be fully secured via proper, purpose-built battery brackets, battery frames, or sealed battery boxes. Zip ties, bungee cords, duct tape, macrame plant holders, and other lame workarounds won't cut it. Positive ("hot") terminals must be in a sealed battery box or covered with insulating material.

3.15: Mirrors: All cars must have at least one interior mirror. Cars with OE-type interior mirrors must also have a driver's-side exterior mirror. Passenger's-side exterior mirrors are optional. Cars with panoramic or "Wink"-type interior mirrors don't need exterior mirrors, but can use them if they like. All glass on exterior mirrors must be covered with sturdy clear tape.

3.17: Car Numbers: Numbers must be shown on both sides, and also the hood or roof. Car numbers must be at least 12 inches tall and clearly readable. Numbers must be white on black background or black on white background--any other combination must be approved in advance by the organizers. Cars that show up with incorrect, improperly formatted, or otherwise screwed-up numbers will fail tech instantly.

3.23: Master Electrical Kill Switch: All cars must have a racing-type master electrical kill switch. The control for this switch should be red; the OFF position should be clearly indicated; the switch should be easily accessible from outside the car; and the switch should be clearly marked by a three-inch or larger lightning-bolt symbol. Both the main battery circuit and the ignition circuit must be interrupted by the kill switch (if you don't do that, the engine may still run off the alternator even after the battery circuit is disconnected). The switch should be located on the cowl; or on the outside edge of the dash near the driver's-side window opening; or on the deck at the base of the rear windshield. Don't put the switch where it's likely to be hit by another car in traffic or crushed in an accident.

3.25: Fuel Tanks/Fuel Cells: All fuel systems, including OE fuel tanks and aftermarket fuel cells, must be sound and in good working order. Maximum allowed capacity is 24 gallons or less, including additional tanks/cells if fitted.

3.26: Exhaust System: A professional-quality exhaust system is required. Exhaust outlets and tubing must be designed, routed, and maintained to avoid heating the fuel tank(s) and/or fuel-system components. FUEL HEATING IS EXTREMELY DANGEROUS AND MUST BE AVOIDED AT ALL TIMES!

3.26.1: Exhaust system may not dump ahead of the driver, and must not allow undue levels of exhaust to reach the driver's compartment.

3.26.2: All teams must maintain their exhaust in good condition, without leaks, throughout the event.

3.26.3: Exhaust system must include at least two professional-quality flexible exhaust hangers (ie, not baling wire or plumber's tape) aft of the collector. All exhaust joints must be properly slip-jointed, properly bolted or welded, and must not leak.