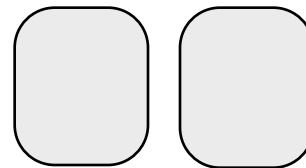


LeMONS SAFETY CHECKLIST 6.4 (fill this out early, then bring it with you to the track)



PART 1: Fill out the event & team info below

RACETRACK: _____
 CAR # _____ TEAM NAME: _____
 CAR YEAR/MAKE/MODEL/COLOR: _____
 AUTHORIZED TEAM REP: _____ CELL # AT TRACK: _____

PART 2: Inspect each item; once you're sure it's OK, initial below "Team Rep's Initials"

	Team Rep's Initials	LeMons Inspector's Initials or Comments
DRIVER IN CAR (team: start the inspection with engine running & driver strapped in)		
• Exhaust Noise: <i>Street-legal or quieter (max 92dB @ 50 feet @ WOT)</i>		
• Brake Light(s): <i>Working and easily visible</i>		
• Kill Switch: <i>Clearly marked; driver- and rescuer-reachable; kills @ 3K rpm; hot posts covered</i>		
• Driver Access: <i>Reasonable ingress and egress</i>		
• Driver's Seat: <i>One-piece racing seat; solid to car; seatback correctly restrained or braced</i>		
• Rollcage: <i>Correct design, materials, mounting, & welding (see Rule 3.1 - 3.1.4)</i>		
• Rollcage Padding: <i>High-density racing padding</i>		
• Seatbelts: <i>5 yrs or newer; correct type, angles, wrapping, & mounting (see 3.5 - 3.5.2)</i>		
• Extinguisher: <i>Correct type, size, secure metal mount, fully charged (see 3.3)</i>		
• Cockpit General: <i>All wires, hoses, etc secure; no airbags; mirrors OK</i>		
• Fluids In Cabin: <i>No exposed fuel, oil, or coolant lines in driver compartment</i>		
UNDER CAR AND EXHAUST (team: bring a good jack & jackstands to inspection)		
• Exhaust--Design: <i>Won't heat fuel tank, lines, pump etc; exits past driver & away from car</i>		
• Exhaust--Layout and Fabrication: <i>Properly built and hung (see 3.26 - 3.26.3)</i>		
• General Underbody Sanitation: <i>No major leaks or other obvious issues</i>		
EXTERIOR		
• Race Numbers: <i>Correct number; easy to read; meets (see 3.17)</i>		
• Glass, Headlights, and Taillights: <i>Down, removed, &/or taped as required per (see 3.8)</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>		
• Bodywork: <i>Has all fenders & doors, OE hood, OE crush zones (see 3.28 and 3.31)</i>		
ENGINE COMPARTMENT		
• Fuel Leaks: <i>None allowed</i>		
• Battery: <i>Securely mounted (feels like part of the car); hot terminal covered (see 3.14 - 3.14.1)</i>		
• Cooling System: <i>No glycol or other additives in coolant; working catch tank</i>		
• Engine Firewall: <i>Absolutely no holes or gaps</i>		
• General Engine Compartment/Trunk Sanitation: <i>Wiring, hoses, etc. secure</i>		
FUEL TANK OR FUEL CELL		
• Fuel Tank or Cell: <i>In OE or safer location; correct mounting, lines, fittings, vents, etc</i>		
• Fuel Bulkhead: <i>Unbroken metal barrier between tank and driver compartment</i>		

DRIVER GEAR IS A SEPARATE PROCESS. Bring your gear up whenever you like. On Friday, the gear-inspection table is right next to Tech. On Sat/Sun, bring gear to LeMons HQ for inspection. See Rules 3.4 and 3.7-3.7.1 for spec.

TEAM REP: THE STATEMENT BELOW LIMITS OUR LIABILITY--READ IT CAREFULLY BEFORE YOU SIGN!

I have prepared and inspected this vehicle and take full responsibility for its condition. I understand that this inspection is in no way a certification, representation, or guarantee that this crappy old vehicle is fit or safe to drive. I understand that I am solely responsible for determining this vehicle's safety, fitness to race, and compliance with LeMons' rules. I agree that this inspection does not imply any liability by the inspectors, the track, or the organizers. I agree to pay, indemnify, and/or otherwise hold harmless DriversDoor Inc., its agents, assigns, and/or employees from any claims, litigation, or liability arising from this inspection.

Team Rep's Signature _____ Team Rep's Name _____ Date _____

LeMONS TECH INSPECTOR: DO NOT SIGN UNTIL ALL ITEMS PASSED AND OK'D!

LeMons Inspector's Signature _____ LeMons Inspector's Name _____

LeMONS SAFETY CHECKLIST 6.4 (fill this out early, then bring it with you to the track)

CITED RULES FOR REFERENCE ONLY: You must also read the full Rulebook @ www.24hoursoflemons.com/pricesandrules.aspx

3.1: Rollbar and Structure: Professionally made full rollcage required. A poorly built, improperly mounted, or badly engineered rollcage will keep you from racing: Don't show up with crap! Cages originally created as bolt-ins will not pass without extensive modifications; these mods usually cost more time and money than just starting with the right weld-in cage. At minimum, cage must include: Full front and rear hoop, appropriately braced to each other along the roofline (halo type and side/downbar type are also acceptable); two driver-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, including all car-to-cage joints. Each major load-bearing member must be formed from a single, continuous tube. Shoulder-harness bars are necessary for proper shoulder-harness mounting in nearly all applications (the harness-to-bar attachment point must be between zero and 15 degrees lower than the harness's seat-entry point). Dash bars are very strongly encouraged. On all sides, all drivers' helmeted heads must be at least two inches inside the area enclosed by the cage.

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 rollbar padding wherever a driver may contact the tube--head, knees, elbows, etc.

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 of at least 24 square inches; 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.

3.3: 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 SA2005 or better, mandatory. FIA 8860-2000 certification is also acceptable. No open-face or hybrid helmets allowed. Complete, closable, working visors must be intact and in place. Type M (in other words, any motorcycle helmets) and other non-SA helmets not allowed. 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.

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.

3.5: Five- or Six-Point Harnesses: Five- or six-point harnesses mandatory, including fifth or fifth/sixth "anti-submarine" belt. All harnesses must be SFI or FIA approved; dated within five years of the race; and properly mounted. Shoulder harnesses must be two totally separate belts with separate mounting points (ie, single-point Y-belts are not allowed). When viewed from above, shoulder harnesses should be closer at their mounting points than at their seat-entry points. All lap and shoulder harnesses should be standard 3-inch width; 2-inch HANS-type shoulder belts are allowed only if ALL drivers are using a HANS-type device at all times.

3.5.1: Harness Mounting: Grade 8 or better hardware and 2.5-inch or larger load washers are required when mounting to sheet metal.

3.5.2: Anti-submarine belt(s) should be mounted vertically. If this requires cutting a hole in the seat squab, don't route the belt(s) in a way that allows them to fray on a seat spring. If vertical mounting is impractical, the mounting point should be located behind, not ahead of, the belt buckle.

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 long underwear. Multilayer suits rated SFI 3.2/A5 or higher are highly recommended and may be worn without long underwear. 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. Fire-retardant (Nomex, Carbon-X, or equivalent) racing socks are mandatory.

3.8: Glass, Headlights, and Taillights: Driver's- and passenger's-side front windows must be open. Headlights, taillights, and sidemarker lights must be removed or taped over.

3.8.1: Brake Lights: At all times, each car must have at least one working brake light that is easily seen from the rear. The light should be located where a mild rear-end impact won't break or obscure it. Good spots include inside the rear-windshield area; on top of the parcel shelf; and on the deck at the base of the rear-windshield area. Stock brake lights protected by clear tape are fine.

3.8.2: Headlights for Night Racing: In the rare case of a night race, headlights may be required. See the Event Page of the race that you've entered for details.

3.14: Battery: All batteries must be fully secured via proper, purpose-built battery brackets, battery frames, or factory body mounts. Zip ties, bungee cords, duct tape, macrame plant holders, and other lame workarounds won't cut it. Batteries located in, or visible from, the passenger compartment must be sealed-type or contained in a sealed battery box. Whether enclosed in a box or not, batteries must not rock, shift, or feel loose--they should feel like a solid part of the car.

3.14.1: Battery (and Other Electrical) Terminals: All "hot" terminals on batteries, kill switches, and at other exposed points must be covered with insulating material. Rubber terminal covers and/or well wrapped electrical tape are acceptable. Silver duct tape is NOT acceptable.

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--all other designs must be approved in advance by the Organizers. Cars that show up with incorrect, improperly formatted, or otherwise hard-to-read numbers will fail tech instantly.

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.

3.28: Fenders, Doors, and Hoods Required: All cars must have fenders at all wheels; all doors in place; and OE hoods. Hoods must be securely mounted by OE hardware and/or strong fasteners at all corners.

3.31: OE Crush Structures: Modifications that reduce the size and/or effectiveness of OE crush structures--including but not limited to shortening or removing frame rails or unibody structures outside the wheelbase--are discouraged in the strongest possible terms. Cars with compromised OE crush structures are exceedingly likely to fail tech. Non-OE replacement crush structures are not an acceptable substitute; you and your stick welder ain't NHTSA.