



Safety Inspection Checklist

LEAKS	LEAKS - Any fluid other than water condensing from the AC that is actively dripping from the car is an issue. It will end up on our course, and who knows if it's going to leak MORE at 7,000 rpm and 50 mph or not? If the underside of the car is merely "wet" with oil, but not actively dripping, that is okay. We are looking for fluids that are DRIPPING under the car.
LOOSE PARTS	LOOSE OR MISSING PARTS - We don't expect you to touch every bolt, but give the car a close look and if anything looks out of place, lay hands on it and ask questions. We keep a selection of basic hand tools on-hand that can rectify a lot of "loose parts" issues. Any loose parts must be secured or removed.
THROTTLE RETURN	THROTTLE RETURN SPRINGS - Some newer drive-by wire cars won't have an accesible shaft on the throttle body. For them, you can only check the actual accelerator pedal for proper return action. Any standard throttle body or carburetor should have one or more return springs on it that provide positive throttle closing action at the throttle shaft.
BATTERY	SECURE BATTERY - Physically grab the battery and try to move it. If the battery is "loose" in any way, or the tiedowns are not sufficient, this must be addressed. It is recommended that hard-to-remove battery covers be removed before the event and left home. FAST will in no way penalize a missing cosmetic battery cover. Every battery must be inspected.
WHEELS	WHEELS - Check wheels for visible cracks or breaks. Broken wheels are can potentially fail and cause a car to lose control, send parts flying at course workers, or even cause a car to roll over. If the wheels have hub caps that are not held in place with bolts or screws, they must be removed, as they can endanger course workers.
TIRES	TIRES - Check the tires for cord. Visible tread grooves are not required. The tires can be bald, but if there's a hint of anything that's not rubber showing, those tires are done! Check tires for dry-rot or cracking. If the tires are old and obviously weathered, the sidewalls can literally disintegrate under hard cornering!
LUGS	LUGS - Visually check that all wheel lugs are present. If the driver CHANGED TIRES AT THE EVENT or the CAR ARRIVED ON A TRAILER, physically check each lug by hand. If the wheels appear to be using spacers, ASK the driver if they are sure they have sufficient wheel lug engagement (minimum of 8 threads). If they don't know, we must check!
BEARINGS	WHEEL BEARINGS - Grab each wheel and rock it side to side and forward and back checking for looseness or clunkiness. There may be a very slight click on the drive axles of certain cars, but otherwise, there should be no significant movement in the wheel. Excessive movement could indicate failing wheel bearings or suspension parts.
BRAKES	BRAKES - Brake fluid level must be above the low mark. Brake fluid should be opaque, clear or yellowish. Push on the brake pedal. Many cars will be a little spongy on the first press, but on the 2nd pump they should be firm. If there is any remaining sponginess at that point, it's a sign of air in the brake lines.
EXHAUST	EXHAUST - We normally don't start the car to check exhaust during tech unless there is some indication that there may be an issue. If necessary, start the car and give it a few revs. We do not use a sound meter, so "too loud" is subjective, but if the car is so loud that it could disrupt communication on course, or will annoy anyone within a mile... it's too loud.
BELTS	SEAT BELTS - Every seat that is to be occupied on course must have a minimum of a lap belt with no frays or tears and properly secured. Seats must also be checked to ensure that they are properly secured to the floor. <i>Roll bars are required for any open-top car using non DOT tires or using seatbelts with more than one shoulder strap.</i>
HELMETS	HELMETS - If the driver isn't using a club helmet, inspect their helmet. Our insurance only requires a DOT rated helmet. If the helmet has a DOT sticker, undamaged liner and shell, straps that are not frayed, and a working buckle, it is acceptable. Motorcycle helmets are fine. Half-helmets are fine. DOT is the only requirement.
LOOSE ITEMS	LOOSE ITEMS - This includes everything from old McDonald's bags to soda cans, change in the ashtray, and even the driver's floormat! Anything that is not bolted down could become a projectile in a high-G maneuver. And anything that can find its way under the driver's pedals is just plain bad. All must be removed from the vehicle.
OVERALL	OVERALL CONDITION - This covers a lot. Are the windows clean enough to see out of? Is the steering wheel cover so frayed and/or loose that it is not safe? Is the car just janky and giving you a bad vibe? If you're not sure about something, let the event safety officials know of your concerns, and they'll decide what needs to be done.
NUMBERS	CAR NUMBERS - Verify that the number is correct with the list provided by T&S. Are they large enough (8-10" preferred), bold enough and legible enough to be seen from 200 feet away? Tape numbers are fine, but ALL numbers need to be in strong contrast with the color of the car. If the numbers are not correct or not legible enough, get the driver to fix them!