

SCRUTINEERING INFORMATION

Tyneside Stages Rally 2010

IMPORTANT PLEASE READ THIS NOTICE

Please try and have your Numbers fitted before entering scrutineering – However if the weather conditions prevent this make sure these are fitted before the first time control. ALSO before entering the scrutineering area please check that the following are **in the vehicle** and ready to be inspected (if requested) and not in the “service van, other car, co-drivers case” etc. etc. etc.

1. Stage rally log book (please take out of folder) or receipt.
2. FIA Homologation Papers (if entered in FIA class)
3. Current Road Fund Licence and Car registration document.
4. Current M.O.T. Certificate (if required due to vehicles age).
5. S.O.S./O.K. card
6. First aid kit and Warning triangle.
7. Spill Kit.
8. Two crash helmets with current approval stickers.
9. Two pairs of competitors overalls (to the current standard or better)
10. THE DOCUMENTATION CARD SIGNED BY THE NOISE OFFICIAL AND FULLY COMPLETED BY BOTH CREW MEMBERS.

When you enter scrutineering please:-

1. Open the bonnet and boot
2. Place the helmets on the roof. (out of bags and boxes)
3. Place overalls on the roof (with the label visible)
4. Have all relevant paperwork in your hand
5. Stay with the car. Don't go walk about (to see mates, wife, service crew etc.)

NOTE - TWO PERSONS TO BE WITH EACH CAR, WHEN IN SCRUTINEERING, ALL OTHER PERSONS MUST REMAIN OUTSIDE THE SCRUTINEERING AREA

6. One of the persons, with the car, MUST be able to answer any questions about the vehicle or its specifications.

AFTER COMPLETING SCRUTINEERING ONE PERSON TO GO WITH THE SCRUTINEER, TO THE DOCUMENTATION TABLE, FOR YOUR CARD TO BE STAMPED OR SIGNED.

YOU WILL BE ISSUED WITH A PASSED SCRUTINEERING STICKER. THIS MUST BE AFFIXED TO THE CAR ON THE CO-DRIVERS SIDE AND MUST BE VISIBLE TO THE EVENT OFFICIALS AT ALL TIMES DURING THE EVENT.

THE OTHER PERSON CAN BE CLOSING THE BOOT, BONNET ETC. AND DRIVING THE CAR OUT.

We hope that if everyone follows these instructions it will speed up scrutineering and make it as painless as possible.

PLEASE NOTE

TYRES USED ON ALL RALLIES MUST BE AS PER BLUE BOOK SECTION L3.

TURBO'S WILL BE CHECKED FOR RESTRICTOR SIZES, DURING THE COURSE OF THE EVENT AND/OR AT SCRUTINEERING. THE MAXIMUM SIZES ARE ---- 33.0mm FOR GROUP 'N' VEHICLES OR - 34.0mm FOR GROUP 'A' AND NON HOMOLOGATED VEHICLES. THE RESTRICTION TO BE NO MORE THAN 50.0mm FROM THE TURBINE BLADES AND NO LESS THAN 3.00mm WIDE.

PLEASE HAVE THE REQUIRED TOOLS WITH YOU TO ENABLE, YOU, TO REMOVE ANYTHING NECESSARY TO GAIN ACCESS TO THE RESTRICTOR.

**Remember don't panic, be cool, it'll be all right on the day
P.T.O.**

The following items are some of the principal reason for failing scrutineering at the first attempt. Please ensure that your vehicle conforms to the relevant regulations on these and all other items.

1. Incorrect Road Tax Disc.
2. Each carburettor or spindle not having an external spring, acting directly and capable of closing the carburettor or spindle in the event of cable or linkage failure.
3. Roll cages not effectively padded, where any part of the crew's body could come into contact with it in the event of an accident.
4. Defective front bulkhead sealing.
5. Defective rear bulkhead sealing (around side and rear pillar areas)
6. Turbo chargers not sealed. Turbo chargers **including spares (if you intend to use them)** must be sealed. If yours are not sealed, or the original seal has been broken. Please ensure that the restrictor is locked into position with 2 bolts that have a 3mm hole in each of them and in the rear of the turbo, to enable sealing wire to be threaded through and a seal fitted, the size of restrictor will be checked. Please bring any tools required to remove the air intake pipe with you.
Each Turbo Seal fitted will cost you the competitor £3.00
Please note existing F.I.A. or MSA seals that are unbroken may be accepted without any further checking.
7. Fuel or brake lines inside car not metal, metal covered or metal braided (the braiding may be internal or external)
8. Fire extinguisher gauges reading in the red, gauges not visible so that they have to be removed - to be weighed.
Fire extinguisher operating system faulty (pull cables seized or batteries defective), locations not clearly marked.
9. Electrical cut off not working (pull cables seized) or locations not clearly marked.
10. Front and rear tow point not marked or available for inspection (if removable type).
11. Unused lamp brackets protruding beyond the confines of the bodywork.
12. Seats not secure or construction defective (pre 2009 logbook) and or not Homologated (post 2008 log booked).
13. Seat belts not FIA Homologated or not correctly fitted or defective i.e. webbing frayed or cut.
14. If auxiliary lights are to be used on the event they **MUST** be fitted for Scrutineering.
15. ALL forward facing auxiliary lights must go out when the headlamps are dipped.
16. General lights not working.
17. Co Drivers horn not working.
18. Rear view mirrors missing.

Colin Salkeld