



Yorkshire Off Road Club

www.yorkshireoffroadclub.net

A rough guide to... scrutineering and eligibility

This document is not intended as a definitive set of rules but more to give an outline of common scrutineering checks and issues. It is intended that by using this document you will be able to avoid falling into some of the more common pitfalls.

Much of it is common sense but easily overlooked during the day to day running of a vehicle.

Scrutineering at our and other MSA events achieves two primary aims... the first is quite simply safety - yours as a competitor and that of the spectators and officials around you. The second being eligibility, ensuring that your vehicle complies with the vehicles allowed to take part in the event.

Page 2 of this document contains a typical scrutineering check sheet that is used at events, page 3 shows the same list of items with a brief note against each to offer an explanation of what the scrutineer is looking for. It is worth running through the check list against your own vehicle a week or so before you attend an event.

The majority of the safety related items are there to cover you against two eventualities:

1) the loss of control caused by steering, brake or throttle failure

Steering systems and joints take a real pounding off road and can fail with potentially catastrophic results. Brakes and parking/hand brakes must be in good condition - we don't want a runaway Land Rover on our hands. Throttles can and do stick open without a positive means of closing them in the event of a linkage failing.

2) injury from fluids, explosion or fire

In the event of a vehicle rolling onto it's side, it's roof or just bouncing over rough terrain, fuel and battery fluid are best kept away from the occupants. Whilst a fuel cap seal may be fine in road conditions they often leak off road. Batteries need to be secured, in the event of a roll over you don't want a battery contacting the bonnet or a metal cover and arcing out, with the battery under the seat of many Land Rovers your passenger may not appreciate battery acid seeping through the seat.

Eligibility issues are generally quite simple, your vehicle must be a road legal, taxed and tested four wheel drive that you drive to and from the event. Tyres must be road legal and of a similar size all round. We don't allow digger tyres or inline block tread tyres. (Diamond pattern tyres are OK). You should have suitable recovery points both at the front and the rear of the vehicle.

COMPETITOR NAME			
CLASS	1) SWB Leaf 2) LWB Leaf 3) SWB Coil 4) LWB Coil		
	PASS	FAIL	REASON
Interior Checks			
SEATS			
SEAT BELTS			
STEERING			
BRAKE PEDAL			
HANDBRAKE			
BATTERY SECURE (90/110)			
YELLOW EARTH LEAD (90/110)			
STARTER			
Exterior			
BODYWORK AND DOORS			
TYRES			
WHEEL NUTS			
SHOCK ABSORBERS			
RECOVERY POINTS			
FUEL TANK			
FUEL CAP SEAL			
Engine Compartment			
RADIATOR			
BATTERY SECURE			
YELLOW EARTH LEAD			
THROTTLE RETURN SPRING			
BULKHEAD SEALED			
Underneath			
STEERING SYSTEM			
CHASSIS CONDITION			
PROPSHAFTS			
SPRINGS, SHACKLES & U-BOLTS			
ENGINE/GEARBOX MOUNTS			
EXHAUST			
BRAKE PIPES			
DIFFS			
Documents			
TAX DISK			
MOT			
CLUB CARD			
SCRUTINEER			
SIGNATURE			

Interior Checks	
SEATS	secure, none standard seating must be secured by a minimum of 4 m8's
SEAT BELTS	fitted and working
STEERING	working without excess slop
BRAKE PEDAL	working ie doesn't go straight to the floor
HANDBRAKE	hold vehicle on a reasonable slope
BATTERY SECURE (90/110)	fastened in securely and covered
YELLOW EARTH LEAD (90/110)	earth lead easily identifiable, yellow or taped yellow
STARTER	working - must be able to start the vehicle from the drivers seat
Exterior	
BODYWORK AND DOORS	is it there and not liable to fall off - do the doors close properly ie not swing open of their own accord
TYRES	legal and not dumper tyres etc...
WHEEL NUTS	all there and tight
SHOCK ABSORBERS	not broken
RECOVERY POINTS	reasonable recovery points front and rear (jate rings are the easiest if not the cheapest on coil motors) not just a towball on the front bumper
FUEL TANK	compartment
FUEL CAP SEAL	fitted and working, not leaking
Engine Compartment	
RADIATOR	protected ie radiator grill in place
BATTERY SECURE	fastened in securely and covered
YELLOW EARTH LEAD	earth lead easily identifiable, yellow or taped yellow
THROTTLE RETURN SPRING	if its standard it'll have one
BULKHEAD SEALED	no holes between engine bay and passenger compartment(msa rule)
Underneath	
STEERING SYSTEM	no excessive play in balljoints, UJ's or steering box
CHASSIS CONDITION	no tea bags allowed
PROPSHAFTS	in place(don't laugh it happens)
SPRINGS, SHACKLES & U-BOLTS	not broken, all secure and tight
ENGINE/GEARBOX MOUNTS	in reasonable condition (you're the one who buys the new Rad when they let go)
EXHAUST	fitted and working
BRAKE PIPES	fitted and secure
DIFFS	disabled if fitted with lockers
Documents	
TAX DISK	Valid tax disk for the vehicle
MOT	Valid MOT certificate for the vehicle
CLUB CARD	Proof of club membership