

THE SERIES THREE & 90-110 OWNERS CLUB

OFFROAD EVENTS

Held under the General Regulations of the Motor Sports Association (incorporating the provisions of the International Sporting Code of the FIA) and Supplementary Regulations.

PRE-EVENT NOTES FOR DRIVERS

Motorsport can be Dangerous

This is just a reminder that as you will be attending a motorsport event there are a few things that you need to check before you get there. The event is run in accordance with MSA (Motor Sports Association) rules and has liability insurance. In order to comply with this, all vehicles to be used on the off-road site at the event must be road legal and safe for use. Please take note of the following points.

Before you leave home

Please ensure that you bring proof that you are a club member, that the vehicle is taxed (tax disc displayed by law) and that it has a current MOT certificate. You can peel off the small sticker at the bottom of the document and stick it to your dashboard or other convenient place (a useful reminder in any case). These items will be checked.

Car Batteries

Please ensure that your car battery is securely fixed (not bungy cords) and that the live terminal and wiring are appropriately insulated and cannot touch any earthed part of the vehicle. This is a safety issue as a loose battery or wiring can cause fires or acid burns if it flies about in an accident.

After you arrive on site

All vehicles which will be used on the offroad site will be required to pass a scrutineering check. **This is not an MOT!** It is just a quick general safety check (about 5 minutes) which will be carried out by suitably competent vehicle assessors (scrutineers). We have to do this to comply with MSA rules and our insurance company. In addition to the items mentioned above, they will be looking to see that your brakes work, there are no fuel leaks, you have a securely latching fuel filler cap (temporary bungs are not acceptable), your steering and suspension isn't falling apart, your seat belts work, your horn works and that there are no loose heavy items inside the vehicle which could hurt you if you stop suddenly. Anything which could be a safety issue when you are on the offroad course.

In fact the scrutineers quite often see things that the owner isn't aware of and can save them a lot of money in repair bills by catching potential problems early. They are a friendly bunch, but please be aware that an unsafe vehicle will be refused access to the off-road course.

Drivers Briefings

There will be a driver briefing held by the organisers before the event starts. It is important that you attend this meeting as it will give you important information.

Speed limits

The speed limit on any camping area is **5MPH**. The speed limit on the offroad area is **15MPH**. Please be careful when driving onto the site. There may be children on site and vehicles moving around.

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VEHICLE SAFETY SCRUTINEERING GUIDE

The vehicle inspection is not an MOT. All vehicles at the event must have been driven to the event and be fully road legal. When driving offroad, the vehicle and occupants are going to be subjected to extreme forces. The objective of the inspection is purely to ensure, as far as possible, that the vehicle is going to be safe to use during the event. This is an obligation under the requirements of the MSA insurance policy which we carry for the event.

1. Vehicle validity

- 1.1. The vehicle must have a current MOT certificate and Road Fund Licence. Proof is required.
- 1.2. The driver must be a club member and be carrying a current valid membership card at the event.

2. Steering and suspension

- 2.1. Have the driver 'waggle' the steering wheel while you watch the suspension linkages. You are looking for excessive slack in any steering joints. A small amount of wear is acceptable, but inform the driver if you see any at all.
- 2.2. Check for transverse movement in the front axle. This could point to problems with bushes and mountings.
- 2.3. Check that all suspension and steering components are intact. No missing bolts or clamps.
- 2.4. The tyres must be legal and in a reasonable condition. Look for severe cuts and any bulges. Advise the driver if the tyres fitted are likely to be unsuitable for certain areas of the offroad site.

3. Brakes

- 3.1. Ensure that area is clear and ask the driver to gently move forwards and then apply the footbrake sharply. The vehicle should pull up smartly (the wheels may lock up on wet grass). Particularly concentrate on the rear brakes as these are often overlooked.
- 3.2. Apply the parking brake. The vehicle will move slightly when pushed, but the brake should hold the vehicle.

4. Lights

- 4.1. Assuming daylight event. The brakelights and indicators must work. The hazard lights must work if fitted.

5. Horn

- 5.1. The horn must operate.

6. Battery

- 6.1. The battery must be securely fixed to the vehicle (bungy type elastic cords are not acceptable). It must either be inside the engine compartment or in a compartment which is segregated from the passenger area (e.g. under the front seat of Defenders). The positive electrical connection to the battery must pose no risk of contacting earthed parts in the event of an accident.

7. Engine compartment

- 7.1. Check that the engine is securely mounted and that all caps and covers are fitted (environmental aspects).

8. Miscellaneous

- 8.1. Ensure that the bonnet can be opened without the use of a key, either from an internal release or externally accessible release catch. Remove bonnet locks.
- 8.2. Ensure that the fuel filling point has a secure latching cap. Push-in stoppers (temporary filler caps) are not acceptable.
- 8.3. Check that there are no signs of fuel leakage.
- 8.4. Ensure that there any heavy items inside the vehicle are securely retained.
- 8.5. Ensure that there are no loose fittings or sharp areas on the outside of the bodywork.
- 8.6. The seatbelts must latch and release properly.
- 8.7. The exhaust system must be securely attached and not make excessive noise. This is an environmental requirement.