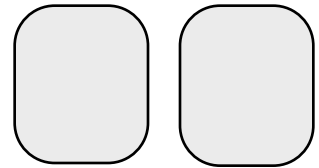


LEMONS SAFETY CHECKLIST 7.0 (fill this out early, then bring it with you to the track)



PART 1: Fill out the info below

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

PART 2: Check each of these items before tech: once it's OK, initial @ "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: Street-legal or quieter (max 92dB @ 50 feet @ WOT).....		
• Brake Light(s): Working and easily visible.....		
• Kill Switch: Clearly marked; driver- and rescuer-reachable; kills @ 3K rpm; hot posts covered.....		
• Driver Access: Reasonable ingress and egress.....		
• Driver's Seat: One-piece racing seat; solid to car; seatback correctly restrained or braced.....		
• Rollcage: Correct design, materials, mounting, welding, padding (see Section 3.E).....		
• Seatbelts: 5 yrs or newer; correct type, angles, wrapping, & mounting (see 3.F.2).....		
• Extinguisher: Correct type, size, secure metal mount, fully charged.....		
• Cockpit General: All wires, hoses, etc secure; no airbags; mirrors OK, no fuel or oil lines.....		
UNDER CAR AND EXHAUST (bring a good jack & jackstands to the inspection)		
• Exhaust--Design: Won't heat fuel tank, lines, pump etc; exits past driver & away from car.....		
• Exhaust--Layout and Fabrication: Properly built and hung; unlikely to break or fall off.....		
• General Underbody Sanitation: No major leaks or other obvious issues.....		
EXTERIOR		
• Race Numbers: Correct number; easy to read; meets (see 3.J.3).....		
• Glass, Headlights, and Taillights: Down, removed, &/or taped as required per (see 3.J.9).....		
• Tires: DOT street legal, 190 treadwear or higher.....		
• Sunroofs, T-Tops, Convertibles: Fully closed (or team must show arm restraints).....		
• General Exterior Sanitation: No loose or likely-to-bust-off trim, decorations, etc.....		
• Bodywork: Has all fenders & doors; has OE hood; OE crush zones intact and strong.....		
ENGINE COMPARTMENT		
• Fuel Leaks: None allowed.....		
• Battery: Securely mounted (feels like part of the car); all hot posts covered (3.G.2 & 3.G.2.a).....		
• Cooling System: No glycol or other additives in coolant; working catch tank.....		
• Engine Firewall: Absolutely no holes or gaps.....		
• General Engine Compartment/Trunk Sanitation: Wiring, hoses, etc. secure.....		
FUEL TANK OR FUEL CELL (read section 3.H in the Official Rulebook thoroughly!)		
• Fuel Tank or Cell: In OE or safer location; correct mounting, lines, fittings, vents, etc.....		
• Fuel Bulkhead: Unbroken metal barrier between tank and driver compartment.....		

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 Section 3.B online for specs.

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 vehicle is fit or safe to race. I understand I am solely responsible for determining this vehicle's safety, fitness to race, and compliance with Lemons' rules. I understand that serious injury or death may result from competing in this vehicle. I agree that this inspection does not imply any liability on the part of the inspectors, track, or 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 Sign Here _____ 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 _____

(Excerpts for convenience only--you still need to read the real rulebook! See <http://www.24hoursoflemons.com/prices-rules.>)

3.E.1 General 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 loadbearing 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.E.1.a Rollbar Tubing and Spreader-Plate Specs. 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. All spreader plates must be mild steel, at least 24 square inches, and at least .125" thick.

3.E.1.b What Do You Mean By All That Mumbo-Jumbo? Don't understand any of the above? See where it states "professionally made"? You shouldn't be doing this yourself.

3.E.1.c Rollbar Padding. All roll cage tubing must be padded with high-density rollbar padding wherever a driver may contact the tube--head, knees, elbows, etc.

3.E.1.d Rollcage Attachment to Vehicle. 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. Contour-following spreader plates; 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.E.1.e Rear Limit of Rollcage. No backstay, spreader plate, or other rollcage element can extend past the rear edge of the back tire. (In exceptionally rare cases, very tiny cars may require a different solution--contact Lemons HQ well in advance.) Separate structures to protect fuel tanks, etc., are allowed behind the rear tires, but they can't be attached to the rollcage and can't allow rear-impact loads to be transferred to the rollcage.

3.E.1.f Main-Hoop to Backstay Intersection Location. Main backstays must attach no more than six inches (measured from the top of the stay) below the main hoop's highest point.

3.E.1.g Minimum Door Bar Separation. Whether the door bars are parallel or X-shaped, the top edge of the highest bar and bottom edge of the lowest bar must be at least 7.5 vertical inches apart at both ends.

3.E.1.h Passenger-Side Door Bars Required. All cars must have passenger-side door bars meeting the same rules (though not necessarily using the same design) as drivers-side door bars.

3.F.2.a Five- or Six-Point Harnesses Mandatory. 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 belts must be standard 2-inch or 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.F.2.b Harness Mounting Hardware. Grade 8 or better hardware and 2.5-inch or larger load washers are required when mounting to sheet metal.

3.F.2.c Anti-Submarine Belt Mounting. 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.F.2.d Harness Routing. Belts should be routed and threaded as shown in Lemons' "How Not to Fail Safety Inspection" PDF, with at least a 4-inch tail. All sliders should be snugged up to their mounting plates or harness bars as much as possible. Belts should be neatly and evenly folded when passing through narrower hardware, such as 3-inch belts passing through 2-inch mounting plates.

3.F.2.e Snap-Type Harness Ends. On snap-end-type belt mounts, restrain the snap arm with a cotter pin or safety wire through the hole in the arm.

3.G.2 General 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.G.2.a 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.J.3 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 -- 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.J.9 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.J.9.a 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.J.9.b 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.