

## CHECKLIST

## COMMENTS

### FLUIDS

#### ***No Fluid Leaks***

Fluid leaks can put oil or other substances on the track surface which can result in loss of traction which is dangerous and may cause an accident or collision.

#### ***Engine Oil and Filter are within their service life***

Oil in good condition helps the engine to better handle the extra stress of sustained high speed running

#### ***Brake Fluid is fresh and of high quality (DOT5 or better)***

The boiling temperature of brake fluid decreases with age and when combined with the extra heat generated by high speed braking can lead to brake fade. Recommended that brake fluid be changed just before track day.

#### ***Check***

Engine Oil  
Power Steering Fluid  
Clutch Fluid  
Brake Fluid  
Gearbox/Transmission Oil  
Differential Oil  
Radiator Coolant  
Battery Fluid  
Windscreen Washer Liquid

### FUEL

#### ***Fuel Filter is within its service life***

Fuel starvation at high revs can occur if filter is partly clogged. This may not be obvious during everyday driving.

#### ***Fresh Petrol in tank***

As petrol ages it loses its volatility resulting in loss of power. This is especially common if your car is not driven regularly.

#### ***No leaks or smell of petrol evident.***

Petrol vapour is obviously dangerous .

#### ***Spare Fuel***

It may be necessary to have access to spare fuel as performance driving significantly increases fuel consumption and there are generally no immediate refueling facilities available at a motor racing circuit.

### COOLING SYSTEM

#### ***No Leaks***

Cooling efficiency needs to be a optimum level

#### ***Temperature Gauge is operative***

Rising temperature is a sure sign something is not right.  
**Don't ignore it.**

#### ***Hoses in good condition and securely fastened***

The extra strain and temperatures created by high speed driving will show up any weaknesses.

#### ***Radiator in good condition***

Same as above.

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### ENGINE

***In good condition***

Obvious

***Well Tuned***

Care should be taken to ensure engine is not running lean at high revs.

***Hoses in good condition and securely fastened***

The extra strain and temperatures created by high speed driving will show up any weaknesses.

***Belts in good condition and properly tensioned.***

Obvious.

***No oil leaks.***

Obvious (refer comments under fluid leaks).

***Air Filter in good condition***

Allows the engine to breath and promotes optimum performance.

***Spark Plugs in good condition***

Promotes optimum performance, assists with fuel consumption and ensure no misfiring at high revs.

***Battery well secured.***

Check that cradle and restraint are both secure and that breather (if fitted) is in place and correctly located.

***Engine and Transmission mounts***

These take a lot of strain on track days and can become weak and/or brittle as vehicles age.

***Exhaust System***

Ensure no leaks or rattles and all is well secured. A poorly fitted or designed exhaust system can result in decrease in performance.

***Throttle returns readily when accelerator pedal is let up***

A sticking throttle and motor sport don't mix. Secondary ( or supplementary) throttle springs are a good idea and can even be a requirement for some events.

### TYRES

***Suitable tyres with enough tread for the day***

If you are using only one set of tyres, be sure that they remain road safe and legal for the drive home. It is important to check tyre pressures before and after the event.

***Check wheel nuts and Studs***

Amazing how often you can find a loose wheel nut or two.

### BRAKES

***Brake Hoses***

Check for leaks, rub marks or any other deterioration. Check for bulges under pressure (engine running and a foot on the brake pedal)

***Performance pads***

Pads must be suitable for higher operating temperatures created by high speed driving otherwise brake fade will occur. Care should be taken when driving with performance pads as when cold as they can be relatively ineffective.

***Brake lights operating***

Important so that following drivers know when you are braking.

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### TRANSMISSION AND DRIVE TRAIN

<i>In good condition</i>	Obvious
<i>No vibrations</i>	Noise/vibration usually an indication of wear. Dropping a tail shaft at high speed can have serious consequences.
<i>No leaks.</i>	Obvious
<i>Rubber boots intact.</i>	Split or torn boots not only allow dirt and water to penetrate the working parts but can also drop oil.
<i>Gear Change Linkages</i>	Worn or badly adjusted linkages can result in slow or missed gear changes resulting in engine and/or gearbox damage.

### SUSPENSION AND STEERING

<i>Wheel alignment and camber</i>	Better handling and better tyre wear
<i>Shock Absorbers</i>	Firmer or performance shock absorbers (if not already fitted) will dramatically enhance cornering, braking and handling in general
<i>Check for wear</i>	Wheel bearings Shock absorbers and mounts Tie-rod ends and boots Ball joints Suspension bushes Steering rack

### BODY

<i>Panels secured</i>	Particularly if after-market body kit has been fitted (spoiler/skirt/wing etc).
<i>Mirrors</i>	<u>Using correctly adjusted mirrors is essential</u>

### SAFETY

<i>Fire Extinguisher</i>	Properly secured and (generally) within easy reach of the driver. Depending on the event, the HSV boot mounting is acceptable. Approved to minimum AS1846 or AS1848
<i>Seat Belts</i>	In good condition and approved to minimum ASE35 Race Harnesses are not a requirement but may be worth considering.
<i>Supplementary bonnet restraint</i>	A requirement for some events. – Not needed for sprint days.
<i>Battery Location marker</i>	Not compulsory for most of these types of events but not a bad idea anyway. A blue triangle (min 150mm sides) affixed to the external body panel nearest the battery. Not needed for sprint days

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### INSURANCE

#### *CTP (Third Party)*

Most insurers offer this extension at little or no cost

#### *Comprehensive*

**Generally not covered for these events however responsibility rests with the individual and enquiries should be directed to your own insurer.**

### LICENCE

Civilian road licence

CAMS or AASA licence depending on the event and/or venue. For QR and Lakeside AASA licence needed.

### APPAREL

#### *Driving Suit*

Approved (fire retardant) driving suits are *not* a requirement. Non-synthetic clothing (wool or cotton) covering from neck, to wrist, to ankle is required.

#### *Footwear*

Fully enclosed footwear is mandatory (jogging or sports shoes ideal)

#### *Helmet*

Full or Open Face helmet is acceptable. Must be in good condition. Approved to AS1698 minimum.

#### *Gloves*

Again, not a requirement however recommended to aid grip and absorb moisture (perspiration).

### GENERAL

**Empty your car of all un-necessary and non-fixed items**

#### *You may need*

Tool kit  
Tyre pressure gauge  
Tyre pump  
Race tape  
Engine oil  
Coolant  
Brake / Power Steering fluid  
Transmission oil/fluid  
Fuel  
Jack  
Jumper leads  
"Ocky" straps  
Spare parts ??????  
Clean rags

Drinking water  
Food (if not available at venue or being provided by organizers)  
Sun screen  
Hat  
Warm clothing  
Soap  
Towel  
Sun glasses  
Pen and paper  
Entry form (if not already lodged)  
Entry fee

