

Northwest Vintage Speedsters Club
Annual Northwest Classic Speedsters
Endurance Run



Self Inspection Form

As part of your entry you are required to inspect your own car with this form, sign it, and submit it with your entry form or at registration check-in.

Car Competition # _____

Suspension and Steering:

- ___/___ Stock or Period Accessory Wheels, no cracks in hubs
- ___/___ Tires Minimum of 3/32 tread depth with no excessive cracking
- ___/___ Lug Bolts Tight
- ___/___ Wheel Bearings Tight
- ___/___ King Pins Tight
- ___/___ Springs Mounted To Frame
- ___/___ Spring Shackle Bolts Cottered
- ___/___ Steering Linkage Tight with minimal slack at steering wheel
- ___/___ Pitman Arm Nut & Cottered
- ___/___ Brakes (1" min. from floor)
- ___/___ Emergency Brake Locks Wheels

Body:

- ___/___ In Keeping With pre 1935 Era
- ___/___ Body Secured To Frame
- ___/___ Seat Base Secured To Body
- ___/___ Seat Walls Secured To Seat
- ___/___ Gas Tank Secured To Body/Frame
- ___/___ No Fuel Leaks
- ___/___ Hood Hold Down or Straps
- ___/___ Windshield Must be Proper Safety Glass
- ___/___ Functional Fire Extinguisher

1. Every nut and bolt on the front end, rear end, chassis, and body is to be secured with a visible lock washer, or cotter pin. Especially the entire steering mechanism.
2. Model T's with wishbone connection is to be safety wired together so neither stud can turn out.
3. Model T's with stock steering gear must have a set screw in the cover, and have tight steering with no shimmy on the front end.
4. A fuel shut off valve at the tank and carburetor is not mandatory, but is strongly suggested.
5. A hand hold for the mechanic is also strongly suggested on open bodied cars.

___ I have personally inspected the car indicated above and have completed the check list above.

___ I Accept Sole And Total Responsibility For My Vehicle Being Safe and Road Worthy.

Signature _____ Date _____