

The HEAVEN VMX Club wants you and your fellow riders to get home safe after a good days riding and racing. For your convenience, we have put together a checklist of what is inspected during scrutineering.

Firstly scrutineering does not replace machine preparation, your machine will be checked only to highlight safety issues. It's not our concern how your machine looks or if it is well prepared for competition. Maintenance and safety issues are the responsibility of the rider. It is the riders' responsibility to present their machine in a race worthy state.

If your machine is refused or a problem is highlighted during scrutineering please do not take out your frustrations out on the official. Just because a machine passed through scrutineering last time does not make it OK this time.

1. Riders helmet must be presented for examination at scrutineering.
2. Axles must be tight and have a securing device such as a pin, spring washer or lock nut. Must not be Titanium.
3. Front and rear brakes – machines must have two functional brakes without excessive free play at the lever or pedal. The actuating device on drum brakes (cable/rod) must be captive at both of its ends.
4. Front and rear wheel bearings – should rotate smoothly with no excessive free play.
5. Front and rear spokes must not be excessively loose and have no broken spokes present in the wheel.
6. Steering head bearings must rotate smoothly with no excessive free play
7. Handlebar Cross Bar Pad – Must be fitted. If the handlebars do not have a cross bar then a pad covering the handlebar clamps must be fitted.
8. Handlebar end plugs – handlebars must be plugged at each end in such a way that the plug is fixed to the handlebar even if the grip is damaged. A coin inside the end of the grips is not sufficient.
9. Handlebar hand lever protectors must be single mounted type. Double mount type can only be used on natural terrain (grass track licence type) MX or enduro cross tracks.
10. No protruding sharp edges such as damaged bodywork, broken plastics/fibreglass, long protruding bolts or screws which could injure the rider, other riders or officials in the event of a fall or racing incident.
11. Throttle – Must be equipped with a return spring and freely return to the closed position.
12. Brake. Clutch and other handlebar levers – Must have rounded ball type ends
13. Foot pegs – Must be spring loaded, and spring back freely
14. Front Sprocket Cover – Must be fitted - the original cover if fitted is accepted, if no cover was originally fitted then a cover preventing access to the top chain run where it meets the front sprocket must be fitted.
15. Swing Arm Bearings/Bushes – Must have no excessive play
16. Primary chains must be covered to prevent access to the chain and sprockets.
17. Rear Sprocket Cover – Must be fitted to prevent access to the lower chain run where it meets the sprocket
18. Muffler – Must be securely fitted and effectively packed to suitably muffle the bikes exhaust.
19. All other parts must be safely and securely fixed to the machine using suitable fixing devices.
20. Race numbers and colours – machines must be fitted with three number plates each with the riders race number and at least the front number plate must also have the small 50mm high class letter as well. The plate, number and letter colours are as follows.
 - a. 125cc machines – black number plates with white numbers
 - b. 250cc machines – green number plates with white numbers
 - c. >263cc machines – yellow number plates with black numbers

The class or ERA letters are as follows

- a. Pre60/65 machines – A/N
- b. Pre70 machines - H
- c. Pre75 machines - X
- d. Pre78 machines - Z
- e. EVO machines - E
- f. Pre85 machines - Y
- g. Pre90 machines – W
- h. Pre-95 machines - V

The Motorcycling Australia - Manual of Motorcycle Sport contains more detail on most of these points if required