

Step 8 – Scrutineering

Upon arrival at the event (and once your car is ready to take part (i.e. race numbers, tow eyes, timing strut fitted, etc), you then need to present your vehicle and equipment to the official scrutineers for the event. Within the pre-event finals, it will explain where scrutineering will take place (usually either in a designated location or in your designated paddock space).

It is important to understand that most scrutineers are there to help you take part in the event. They are checking to ensure your equipment and your vehicle meet the requirements, and they are in a safe condition for you to take part. It is always advisable to keep your paperwork to hand if asked for, and don't forget to clear your vehicle of any loose items (including the glovebox!)

On the first occasion of having your helmet checked, you can also ask for an MSUK approval sticker which has a nominal cost (£2 based on 2024 prices). Top Tip – Keep this cash handy to pay for it.



Step 9 – Driver Briefing / The Event

Following scrutineering, it will be time for the driver briefing. It is mandatory that you attend the driver briefing held by the Clerk of the Course (CoC) or an assistant or person designated by the CoC. At the briefing, you will be informed of any changes to the SR's or finals, points to be reinforced, what flags are being used for the day, format of the day. If you are new to the track, there may be an additional briefing to help you get accustomed to the venue.



Step 10 – Paddock Life + Competing

Once the event gets under way, identify the paddock marshals and stay alert to any announcements. Usually competitors are called and lined up in number order for each run, so make a point of knowing where in the paddock the cars with the numbers before you are. Also note where you are in the entry list with low numbers usually going first and higher numbers later. (i.e. near the start or at the end). With events in which entries may total over 100 cars, the time for everyone to have one run can be somewhere between 60-90 minutes as long as there are no hold-ups on track.

It is always important to be ready when needed so that you do not miss your turn or delay the other competitors.

Within the pre-event information, it will state the format for the day - the number of practice runs and the number of timed runs that count towards the final results.

The art of sprinting is to use the practice runs to get familiar with your vehicle, the track and the conditions. By the time you get to your timed runs, you can then build your competitiveness whilst always being fully aware of any changes to the weather or the track / course as these may have changed since your last run over an hour beforehand!

When you are called, line up as directed by the paddock marshals (usually in number order) When it is your turn, approach the start line under the guidance of the start line marshals. They will be lining your timing strut at the front of the car so that it is not breaking the timing beam on the start line. They will also show you the location of the start lights.



The start light will remain red until the officials are happy that the track is safe for another car to enter the course. (Note: At some venues, there can be multiple cars on the track at the same time (spaced out). When the officials are ready, the light will turn green and you will then be able to start your run. Your time will start being recorded when your timing strut breaks the timing beam so you may start a few seconds after the light turning green rather than an F1 style immediate start!. If the start lights fail for whatever reason, a flag can be used to start your lap.

For sprinting, there is no overtaking on track so if you are baulked by a slower vehicle in front, stay behind and leave sufficient space. This also applies to any flags issued by the marshals and it is your responsibility to understand the flags being used and what you need to when they are shown. This will be in the pre-event regulations and there is usually a reminder at the drivers briefing. Should you be baulked by a slower car or have to slow whilst obeying flag instructions, then you will usually be offered a re-run.

Once you have passed the chequered flag at the finish line, return to your paddock space, check your times and discuss where it went right or wrong with your fellow drivers! Your times will usually be displayed on a notice board near the event control and/or online, a link to which will be supplied in the finals.

Whilst it can be a competitive event, sprinting has a great community spirit amongst its competitors, marshals, officials and supporters.

As we say at Borough 19 Motor Club, the most important thing is that everyone (competitors, marshals, officials and supporters) should leave at the end of the day with a smile on their faces!

