Dryland Checklist
Pre-race
Scooter, Bicycle, and Rig

Pre-start chute and in the start chute checklist:
Check the following:

☐ Neckline/tugline snaps
Check for closure, sand and dirt prevent automatic spring closure.

☐ Main gangline from wheel dogs to rig
Check for wear/fraying.

☐ Carabiner between rig and main gangline
Check for closure, steel carabiners get rusty/dirty and then stay in the open position.

☐ Locking Carabiner
Check that barrel lock is locked.

☐ Threaded link
Check that threaded nut is screwed shut.

☐ Rope and snap looped around the steering headset
Check that rope or snap is not interfering with brake cables.

☐ Bike/scooter bayonet:
If gangline is attached to the end of a bayonet
Does a safety line also go from the gangline to the headset?
If bayonet is plastic
Check for severe sun rotting and cracking. B ayonets can break and get in to the spokes.
High/steep attachment angles can accelerate cracking.
If bayonet is other material such as electrical conduit
Check for bending.

☐ Front wheel quick release/skewer: Do a physical check of the lock.
Is wheel axle all the way up in the pocket?
Is the QR tightened on the safety lip?
Is the QR tight and locked? Use of zip ties helps the lever lock to resist opening on the trail.
Is the QR bent?

☐ Rear wheel quick releases:
Follow the front wheel check list

☐ Brakes
Do they work?
Pull the brake handles and try to move the rig forward. No brakes, No race!

☐ Brake caliper and adapter mounts
Are they tight? Bolts work loose and brake calipers move around and don't work right.

☐ Is the gangline, or any other rope, wrapped around the handle bars?
Bicycles and scooters are good for this.

kalebs@tds.net

☐ Are any extra ropes and necklines that hang on the frame secured?

☐ Is there a gangline extension/snubline on the rig?
Does the length end before or between the musher's knees?
Is it secured so it can't fall into the front wheel?
Can the line reach the rear wheels?

☐ **Bikes and scooters:** as it applies

☐ Are the handlebars and stem tight?
Grab the bars and try to twist them. Up/down, left/right is usually sufficient.

☐ Are the handle bars aligned/straight with the front wheel?

☐ Is the saddle/seat tight?
Grab the saddle/seat and trying to move it. Up/down, left/right is usually sufficient.

☐ If the chain was replaced, did you test ride the bicycle before your event to make sure it works with the old cassette/chainrings?

☐ Has the chain been removed or zipped tied aside for a bike being used in the scooter class?

Musher:

☐ Are the musher's shoes tied?

☐ Is the musher wearing a race bib?

☐ Is the race bib tied?

☐ Is the race bib back number obscured by hair, jacket hood or other object?

☐ Is the musher wearing a helmet?

☐ Is the helmet on backwards?

☐ Is the helmet secured?

☐ Does the helmet visibly appear to be broken? Cracked plastic/broken seam tape?

☐ Does the musher need/have glasses or goggles?

☐ Anything that could be considered a safety issue while on the trail?

Note:

It is extremely important and highly recommended that you have your scooter, bicycle, or rig inspected by someone qualified after a major crash.

- This list is not all inclusive and is intended as a reference only.
-
- If bicycle component terminology is unfamiliar Reference: http://www.sheldonbrown.com/
  Go to the alphabet Bicycle Glossary.

- Scooters, Bicycles, and Rigs take maintenance!

kalebs@tds.net