

TECH INSPECTION

Tech inspection is mandatory for all cars that will be on the track. The safety of each car is the responsibility of the owner/drivers. Each owner/driver is responsible for tech'ing his/her own car and insuring that it is mechanically fit for the event. It is strongly recommended that you tech your car before arrival and correct any deficiencies in advance. The event tech inspection will review your tech and offer recommendations that must be followed in order to participate.

Driver Check	Tech Check	Tech Requirement
		ROLL BARS: All open cars <i>must</i> have functional roll bars. Three-point minimum. <i>No exceptions.</i> The standard Superformance MK III, Coupe and S1 roll bars are acceptable. Full width or double roll bars are required for passengers on <i>full speed</i> runs unless an instructor is driving.
		DRIVING SUITS: Nomex driving suits are recommended, particularly for run group A, but not required. Long sleeve, long pants and closed shoes are required.
		SEAT BELTS: Four point belts are required for all cars for both driver and passenger. Two shoulder belts (single or double mount is OK), a lap belt and an anti-submarine belt is recommended – DOT approved or SFI competition type belts. Belts must be in good condition with no cuts or frays. Must be mounted securely. Arm restraints are recommended – we will have some available to purchase.
		MIRRORS: Each car must have at least one rear-view mirror. Two are recommended.
		INTERIOR: Seats must be mounted securely. All loose objects must be removed. No loose wires under the dash.
		FIRE EXTINGUISHER: A fire extinguisher is recommended, but not required. Fire extinguisher bracket <i>must be metal</i> – not plastic.
		BATTERY: Must be securely mounted. Terminals tight and in good condition. Positive terminal must be taped or covered. The Superformance MK III, Coupe and S1 battery covers meet this requirement.
		TRUNK: All loose items must be removed.
		TIRES: Should have at least half of the original tread (unless they are race tires). Side walls should be in good condition (free of cuts, cracks or deep scratches). Should be the proper size for the rim width. Check tread for foreign objects (nails, screws, glass, etc). It is recommended that you arrive at the track with 25 psi pressure in all tires and then adjust as necessary.
		BRAKES: Brakes will be tested for pedal fade when car is stationary, straight line stopping and for fluid level.
		BRAKE LIGHTS: Must be operational.
		FLUID LEAKS: None allowed. Cars will be checked while running; includes oil, coolant, brake and fuel lines.
		WHEELS: Should be on tight, with all lugs in place. Will be checked for cracks. Spinners must be tight.
		STEERING: Manual steering should not have excessive play. Power steering should be free of leaks at hoses and seals. Fluid levels of either should be checked. Front wheels should be tight at bearing and spindle. Steering linkage (tie rods, idler arm, etc) should be in good condition.
		GLASS: Non-safety glass should not be cracked or broken. Small cracks and other defects in laminated safety glass are acceptable if they do not impair the driver's vision.
		EXHAUST SYSTEM: Entire system must be in good condition and securely mounted.
		RADIATOR OVERFLOW CATCH CAN: Mandatory. Must be securely mounted (although it need not be permanent).
		THROTTLE RETURN SPRING: Two required on all cars with carburetors. No exceptions. Superformance cars have one on the carburetor and one on the pedal.
		NO OPEN-WHEEL CARS: All cars must have fenders. No Formula cars, Indy cars, F5000 cars.
		HELMETS: Your helmet must carry at least a "Snell 2000" or "M2000" rating. Older "Snell 95" helmets will not be allowed. The Snell Foundation rates and certifies helmets and they upgrade their certification every 5 years. Helmets do not last forever. After 5 years their protective qualities begin to decline. After 10 years helmets should be replaced. Please do not show up with an inferior or older helmet because you will not be allowed on the track.
		RACE NUMBERS: Race numbers are required on both sides of all cars. Numbers are used by corner workers to identify cars on the track. Every car at the event will be given two race numbers during check in that must be used – one for the left side and one for the right. Other race numbers may be used if you have them.

Signed: Primary Driver: _____ Date: _____

Tech by: _____ Date: _____