

# 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 teching his/her own car and insuring that it is mechanically fit for the event. It is strongly recommended that you tech you 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 for Spring 2002 Event
		<b>ROLL BARS.</b> All open cars <i>must</i> have functional roll bars. Three-point minimum. <i>No exceptions.</i> Standard Superformance single loop roll bars are acceptable. Full width or double loop roll bars are required for passengers on full speed runs.
		<b>DRIVING SUITS.</b> Nomex driving suits are recommended, especially in run group A, but not required.
		<b>SEAT BELTS.</b> Five point belts are required for all cars - two shoulder belts (single or double mount is OK), a lap belt, and an anti-submarine belt. DOT approved or SFI competition type belts. Belts must be in good condition with no cuts or frays. Must be mounted securely. A "latch guard" will also be required for "duck bill" type seat belts. Five-point belts with latch guard are required for passengers on full speed runs.
		<b>MIRRORS.</b> Each car must have at least one rear-view mirror. Two are recommended.
		<b>INTERIOR.</b> Seats must be mounted securely. All loose objects must be removed. No loose wires under the dash.
		<b>FIRE EXTINGUISHER.</b> A fire extinguisher is required for run groups A and B and strongly recommended for everyone. Fire extinguisher bracket <i>must be metal</i> - not plastic.
		<b>BATTERY.</b> Must be securely mounted. Terminals tight and in good condition. Positive terminal must be taped or covered.
		<b>TRUNK.</b> All loose items must be removed including jack, spare tire, lug wrench, etc.
		<b>TIRES.</b> 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).
		<b>BRAKES.</b> Brakes will be tested for pedal fade when car is stationary, straight line stopping, and for fluid level.
		<b>BRAKE LIGHTS.</b> Must be operational.
		<b>FLUID LEAKS.</b> None allowed. Cars will be checked while running; includes oil, coolant, brake and fuel lines.
		<b>WHEELS.</b> Should be on tight, with all lugs in place. Will be checked for cracks. Hubcaps and/or trim rings must be removed.
		<b>STEERING.</b> 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.
		<b>GLASS.</b> 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.
		<b>EXHAUST SYSTEM.</b> Entire system must be in good condition and securely mounted.
		<b>RADIATOR OVERFLOW CATCH CAN.</b> Mandatory. Must be securely mounted (although it need not be permanent).
		<b>THROTTLE RETURN SPRING.</b> Two required on all cars with carburetors. No exceptions.
		<b>NO OPEN-WHEEL CARS.</b> All cars must have fenders. No Formula cars, Indy cars, F5000 cars.
		<b>HELMETS.</b> Your helmet must carry a "Snell 90" or "Snell 95" or "Snell 2000" rating. Older "Snell 85" 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.
		<b>RACE NUMBERS.</b> 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 static cling 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: \_\_\_\_\_