



# PDX Technical Inspection Form – 2011

Sports Car Club of America  
Western Ohio Region - Great Lakes Division SCCA  
Per 2011 Time Trial Rules – Level 1 – PDX



Entrant \_\_\_\_\_ Car # \_\_\_\_\_

Car Make \_\_\_\_\_ Model \_\_\_\_\_ Year \_\_\_\_\_ Color \_\_\_\_\_

Current License Plate and State of Registration \_\_\_\_\_

Or, Current SCCA Class and Vehicle Log Book Number \_\_\_\_\_

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<b>Road Equipment</b>	Pass	Fail	<b>Engine</b>	Pass	Fail
Brake Lights	_____	_____	No Fluid Leaks	_____	_____
Windshield Wipers	_____	_____	Belts / Hoses Tight	_____	_____
<b>Suspension</b>	Pass	Fail	Engine Mounts	_____	_____
Steering / Free Play	_____	_____	Hood Secure	_____	_____
Wheel Bearing Play	_____	_____	<b>Wheels &amp; Tires</b>	Pass	Fail
Mounting Points	_____	_____	Min. Tread Depth	_____	_____
Tie Rod Ends	_____	_____	Hub Caps / Rings Off	_____	_____
Shocks Not Leaking	_____	_____	No Sidewall Cracks / Cuts	_____	_____
<b>Battery</b>	Pass	Fail	Wheels Not Cracked	_____	_____
Securely Mounted	_____	_____	Lugs Torqued _____ft-lb <sub>f</sub>	_____	_____
Positive Post Covered	_____	_____	120+ MPH Rating (Circle)	U	H V W Y Z
<b>Roof/Removable Hardtop</b>	Pass	Fail	<b>Exhaust System</b>	Pass	Fail
Closed/Latch Secure	_____	_____	Securely Mounted	_____	_____
Convertible Top Down	_____	_____	No Leaks	_____	_____
Convertible Roll Bar Above Helmet	_____	_____	Ends Behind Mid-axle Point	_____	_____
Convertible Roll Bar Padded	_____	_____	<b>Body</b>	Pass	Fail
<b>Brakes</b>	Pass	Fail	No Weakening Rust	_____	_____
Fluid Level	_____	_____	No Windshield Cracks	_____	_____
Fluid Clean & Fresh	_____	_____	Mirrors Secure & Full Coverage	_____	_____
Brake Pedal Firm	_____	_____	<b>Safety Equipment</b>	Pass	Fail
Pad Thickness 3/16" Min.	_____	_____	Seat Belts (Not Frayed or Stiff)	_____	_____
Rotors Not Cracked	_____	_____	Secure Seat Belt Mounting	_____	_____
Hoses Not Leaking	_____	_____	Certified Belts < 5 Year Old	_____	_____
<b>Miscellaneous</b>	Pass	Fail	Same Belts Driver & Passenger	_____	_____
No Loose Items	_____	_____	<b>Participant Safety Gear</b>	Pass	Fail
Secure Seats (Driver & Pass)	_____	_____	Helmet SNELL M/SA2000+	_____	_____
Glove Compartment Locked	_____	_____	Visor or Goggles for Open Car	_____	_____
Floor Mats Removed	_____	_____	Long Pants & Shirt Sleeves	_____	_____
No Nitrous Oxide Bottles	_____	_____	Full Covering Shoes to Ankle	_____	_____
<b>Windows</b>	Pass	Fail			
Front Windows Operational	_____	_____			

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Pre-Event Inspection by: \_\_\_\_\_ Date \_\_\_\_\_  
Entrant or Service Center

Tech Inspection Sticker Issued by \_\_\_\_\_ Date \_\_\_\_\_

## General Criteria and Inspection Guidelines

This vehicle is being inspected for general condition and safety equipment that may allow the vehicle to be operated beyond what it would normally see in everyday driving. This includes acceleration, speed, cornering, and braking. These are general guidelines and the SCCA Time Trial Rules or Licensed SCCA Technical Inspector should be consulted if there are questions. Any items that are not acceptable or inspected prior to the event should be shown as "Fail" with a notation so that they can be inspected by the Tech Inspector at the event.

**Road Equipment** – Vehicle should have at least one working brake light, however it is recommended that all brake lights be functional and easily seen. Windshield wipers should be functional and in good condition.

**Suspension** – All joints and components of the steering and suspension should be inspected (with and without vehicle weight if appropriate) for any looseness, damage, clearance issues or leakage.

**Battery** – The vehicle battery should be checked for positive and secure mounting (i.e. no tie-wraps or bungee cords). The positive terminal of the battery must be covered with an insulating material to prevent grounding if a conductive object comes in contact with it inadvertently.

**Roof/Removable Hardtop** – Any removable roof or hardtop must be properly secured, preferably with factory hardware. All convertibles which do not have a hardtop, must have the soft-top capable of being retracted down and secured during vehicle operation. All convertibles must have either an SCCA approved roll bar or factory designated roll over protection (factory literature must define the equipment as roll over protection). The roll over protection must be at least as high as the intended operator's helmeted head when normally seated in the drivers position. All roll bars in the area where the helmeted head could come in contact with the bar must be covered with an energy absorbing material (No, pipe insulation and swimming pool noodles are not adequate).

**Brakes** – Brake fluid level should be near full since it is likely that brake shoe/pads will experience rapid wear. Brake fluid should be clean and fresh throughout the system. The brake pedal should be firm with no softness or leak down. Brake lines, fittings and hoses should show no evidence of leakage. Brake friction material (pads or shoes) must have appreciable material evident to allow for wear before rivet or backing contact. Rotors or drums should show no evidence of sub-surface cracking or distortion.

**Miscellaneous** – Any and all loose items must be removed from the interior (look under the seats and on the dash) and out of the trunk or other compartments. It is recommended for everything to be out of the console and glove box, or that these areas are locked. Floor mats must be removed. Driver and passenger seats must be securely mounted. Seats should also have a means of securing a foldable back if not occupied (seatbelt/shoulder harness is acceptable). If the vehicle contains a nitrous system, it must be disarmed and all bottles removed (even if empty).

**Windows** – The vehicle's driver and passenger windows must be operational to allow them to be fully down.

**Engine** - The throttle actuation system should have a good throttle return. All belts and hoses should be in good condition with no cracking or damage. Hoses should be secure and belts should be tight. There should be no leaks, and the compartment should be free of any accumulations. Engine mounts should be secure. The hood latching system must be positive and secure.

**Wheels & Tires** – All tires should be in good condition with no visible cracks, cuts or damage. Tires must show adequate tread depth or margin before exposing cords. All tires must be rated for 120 MPH or greater. Wheels should not show any cracks or significant damage or deformation. Wheel lugs should be properly torqued and the torque level recorded. All hubcaps, un-retained center rings, or beauty rings must be removed.

**Exhaust System** – The entire exhaust system should be inspected for leaks, significant corrosion or damage. It must be securely mounted and provide adequate ground clearance. The termination point of the exhaust must be behind the mid-point between the forward and rear axles.

**Body** – The vehicle's body and sub-frame must not have any rusted areas that would weaken the structure. Any areas with non-structural rust must be secure. Windshield chips and single-line cracks that do not affect the driver or passenger clear visibility are accepted as long as the window integrity is not compromised. Mirrors must be secure and functional. Mirrors must provide the driver rearward viewing for both sides and immediately rearward while in the normally seated position.

**Safety Equipment** – O.E.M. 3-point restrain systems (factory belts) are acceptable as long as they are in good condition without significant aging (stiffening) or fraying. Competition belts and harnesses are acceptable as long as they are age dated and are not more than five years old. All belts must be securely mounted into substantial structures either in factory locations or per manufacturer's recommendation (Child safety seat anchors are not acceptable locations).

**Participant Safety Gear** – During the event all participants will be required to utilize certain safety gear. At a minimum long pants and long sleeved shirts are required (100% cotton recommended; leave the synthetic materials home). Shoes must cover the entire foot and come up to the ankle. Helmets which are certified and marked (usually in the liner) that they meet Snell M2000+ or SA2000+ are required (SFI and BS also acceptable per TTR 10.8); they should show no indication of damage. All convertible or open vehicles will require the driver to have goggles or a visored helmet.