

St. Louis Region PDX Program Tech Sheet

Name: _____ Email: _____

SCCA Membership #: _____ Phone: _____

Car (Year, Make, Model): _____

VIN #: _____

Tech Inspector: _____ Date Inspected: _____

BY ENTERING A ST. LOUIS REGION PDX EVENT, I AGREE THAT I HAVE READ THE SCCA RELEASE AND WAIVER OF LIABILITY, ASSUMPTION OF RISK AND INDEMNITY AGREEMENT, FULLY UNDERSTAND ITS TERMS, UNDERSTAND THAT I HAVE GIVEN UP SUBSTANTIAL RIGHTS BY SIGNING IT, AND HAVE SIGNED IT FREELY AND VOLUNTARILY WITHOUT ANY INDUCEMENT, ASSURANCE, OR GUARANTEE BEING MADE TO ME AND INTEND MY SIGNATURE TO BE A COMPLETE AND UNCONDITIONAL RELEASE OF ALL LIABILITY TO THE GREATEST EXTENT ALLOWED BY LAW. I ALSO AGREE THAT I HAVE READ THE 2008 SCCA TIME TRIAL RULES AND THE EVENT SUPPLEMENTAL REGULATIONS AND AGREE TO ABIDE BY THEM.

Entrants signature: _____ Date: _____

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|----|---|---|
| 1 | — | A. Appearance neat and clean. Specifically, cars showing excessive damage, structural rust, or that do not bear the prescribed identification marks shall not be approved for competition. |
| 2 | — | B. Tires - 120 mph rated or better unless otherwise specified or controlled and not showing cord at any part of the tire. |
| 3 | — | C. Brakes - Shall be pedal operated, working directly on each wheel, and in good working order. Rolling brake tests are prohibited. |
| 4 | — | D. Body Panels Shall be securely mounted. Fender skirts and hub caps shall be removed. |
| 5 | — | E. Exhaust System - Shall be directed away from the body and shall terminate at or behind a point which is equidistant from the front and rear hubs. |
| 6 | — | F. Hood and Engine Compartment - Shall be securely fastened. Battery shall be securely mounted with positive terminal covered. Throttle return shall be consistent and positive (more than one spring must be used for redundancy). |
| 7 | — | G. Suspension and Steering - Shall be of suitable design and in good working order. |
| 8 | — | H. Leakage and Caps - There shall be no visible fluid leaks. Monza (flip top) gas caps are prohibited. |
| 9 | — | I. Lights - Brake lights on cars so equipped and taillights on Formula cars shall operate properly. |
| 10 | — | J. Seats - the seat shall be securely mounted. If a folding seat, it shall be securely bolted or strapped in place. |
| 11 | — | K. Seat Belts and Shoulder Harness - Shall conform with Section 12. |
| 12 | — | L. Passenger Seat - if a folding seat, it shall be securely bolted or strapped in place. |
| 13 | — | M. Mirrors - Shall provide driver visibility to the rear of both sides of the car. |
| 14 | — | N. Driver Safety Equipment shall comply with Section 10.8., Driver Safety Equipment. |

It is highly recommended that you check all fluid levels, brake friction parts, brake fluid condition, tires, studs, bearings and all wear parts of you vehicle before arriving at the event. If you feel you are not qualified to evaluate these items, please use a qualified technician.

Per the SCCA Rules for PDX Events Tech Inspectors may reinspect a vehicle at any time. It is ultimately the responsibility of the entrant to keep their vehicle in safe working order for PDX Events

When signed by a St. Louis Region SCCA Tech Inspector this inspection is valid until October 20, 2008

revised 04/22/08

SECTION 9. – TECHNICAL AND SAFETY INSPECTION REQUIREMENT

Level 1

In order to enter the race course at any time during an event, a vehicle shall display a Tech Sticker signifying successful completion of technical and safety inspection as prescribed in the following sections. Passing safety inspection and receiving a Tech Sticker is an indication that the car is approved to go on course. It is not a certification of legality.

All cars must pass a safety inspection which includes the following items listed in section 9.2.1 below.

9.1. TECHNICAL INSPECTION

A full and complete Technical and Safety Inspection shall be overseen by a Licensed TT Tech Inspector (Official/Specialist) on each car.

9.1.1. Reinspection

Throughout the event, the Tech crew is encouraged to perform regular reinspections through walk around observation in the pits and paddock, or through special impounds by group or class with the concurrence of the Chief Steward.

9.2. FULL INSPECTION

9.2.1. The points covered at Technical and Safety Inspection shall be:

- A. Appearance neat and clean. Specifically, cars showing excessive damage, structural rust, or that do not bear the prescribed identification marks shall not be approved for competition.
- B. Tires - 120 mph rated or better unless otherwise specified or controlled and not showing cord at any part of the tire.
- C. Brakes - Shall be pedal operated, working directly on each wheel, and in good working order. Rolling brake tests are prohibited.
- D. Body Panels Shall be securely mounted. Fender skirts and hub caps shall be removed.
- E. Exhaust System - Shall be directed away from the body and shall terminate at or behind a point which is equidistant from the front and rear hubs.
- F. Hood and Engine Compartment - Shall be securely fastened. Battery shall be securely mounted with positive terminal covered. Throttle return shall be consistent and positive (more than one spring must be used for redundancy).
- G. Suspension and Steering - Shall be of suitable design and in good working order.
- H. Leakage and Caps - There shall be no visible fluid leaks. Monza (flip top) gas caps are prohibited.
- I. Lights - Brake lights on cars so equipped and taillights on Formula cars shall operate properly.
- J. Seats - the seat shall be securely mounted. If a folding seat, it shall be securely bolted or strapped in place.

9. Technical and Safety Inspection Requirements

- K. **Seat Belts and Shoulder Harness** - Shall conform with Section 12.
- L. **Passenger Seat** - if a folding seat, it shall be securely bolted or strapped in place.
- M. **Mirrors** - Shall provide driver visibility to the rear of both sides of the car.
- N. **Driver Safety Equipment** shall comply with Section 10.8., Driver Safety Equipment.

10.8. REQUIRED DRIVER SAFETY EQUIPMENT

All participants shall wear long sleeves and pants (100% cotton material recommended) and shoes which fully cover the foot at least to the ankle while on course. Helmets which meet Snell M-95 requirements or higher are required.

Please note that for PDX (Level 1) events, the following guidelines apply for restraint systems - All cars that are required to install roll bars must comply with Section 12 of the TTR. Cars that choose to install a roll bar may use stock restraint systems, provided that the roll bar does not interfere with the function of the system in any way. For these cars, there is no age limit on harnesses so long as the harnesses are in visibly and physically good condition (i.e. no fraying, damage, or excessive discoloration). Cars that do not incorporate roll bars or cages may use the stock restraint system in its entirety, or use a restraint system that complies with TTR Section 12.

SECTION 12. - DRIVER RESTRAINT REQUIREMENTS

Level 1

All drivers in PDX (Level 1) events may utilize a restraint harness meeting the specifications of section 12.1 in lieu of the factory/OEM restraints.

A seven-point restraint harness is recommended for all events. Arm restraints are required on all open cars including open Targa tops, sunroofs and T-tops. The restraint system installation is subject to approval of the Chief Technical and Safety Inspector.

12.1.

1. A four point restraint system, for use in enclosed automobiles only, may be employed where the driver is seated in an upright position. Only 4 point restraints that incorporate a manufacturer designed method for prevention of submarining may be used. Five, six or seven-point systems are highly recommended in all cars including automobiles where the driver is seated in an upright position. Open or convertible cars in PDX (Level 1) or Club Trials (Level 2) events shall adhere to the restraint requirements for Track Trials (Level 3) and Hillclimb (Level 4) events.
2. The material of all straps shall be Nylon or Dacron polyester and in new or perfect condition. The buckles shall be of metal to metal quick release type except in the case of leg straps of the six-point or seven-point systems where they attach to the seat belt or shoulder harness straps.
3. The shoulder harness shall be the over the shoulder type. There shall be a single release common to the seat belt and shoulder harness. When mounting belts and harnesses it is recommended that they be kept as short as reasonably possible to minimize stretch when loaded in an accident. The shoulder harness shall be mounted behind the driver and supported above a line drawn downward from the shoulder point at an angle of twenty (20) degrees with the horizontal. The seat itself, or anything added only to the seat shall not be considered a suitable guide. Guides must be a part of the roll cage or a part of the car structure. Only separate shoulder straps are permitted. ("Y" type shoulder straps are not allowed.) "H" type configuration is allowed.
4. The single anti submarine strap of a five point system shall be attached to the floor structure and have a metal to metal connection with the single release common to the seat belt and shoulder harness.
5. The double leg straps of the six point or seven-point system may be attached to the floor as above for the five point system or be attached to the seat belt so that the driver sits on them, passing them up between his or her legs and attaching either to the single release common to the seat belt and shoulder harness or attaching to the shoulder harness straps. It is also permissible for the leg straps to be secured at a point common to the seat belt attachment to the structure, passing under the driver and up between his or her legs to the seat belt release or shoulder harness straps. All straps shall be free to run through intermediate loops or clamps/buckles.
6. Each seat (lap) and shoulder belt of the harness (4, 5, 6, or 7 points) shall have an individual mounting point (i.e. 2 for seat belt

12. Driver Restraint Requirements

and 2 for shoulder belt minimum). Six or seven point system anti-submarine straps may share a mounting point with one or both seat (lap) belt(s). The minimum acceptable bolts used in the mounting of all belts and harnesses are SAE Grade 5. Where possible, seat belt, shoulder harness, and anti submarine strap(s) should be mounted to the roll structure or frame of the car. Where this is not possible, large diameter mounting washers or equivalent should be used to spread the load. Bolting through aluminum floor panels, etc., is not acceptable.

7. All 4, 5, 6, and 7 point driver restraint systems shall meet one of the following:
SFI specification 16.1, FIA specification 8853/1985 including amendment 1/92 or FIA specifications 8853/98 and 8854/98.
 - A. Restraint systems meeting SFI 16.1 shall bear a dated 'SFI Spec 16.1' label. The certification indicated by this label shall expire on December 31st of the 5th year after the date of manufacture as indicated by the label.
 - B. Restraint systems complying with FIA specification 8853/1985 including amendment 1/92 shall be no more than five (5) years old. (Not all manufacturers are dating every belt in a set. They may be dating one of a pair of shoulder or lap belts or may only be dating one belt in an entire set. Scrutineers are reminded that restraint systems need only one date label.)
 - C. Restraint systems homologated to FIA specifications 8853/98 and 8854/98 will not have a date of manufacture label. Instead they will have a label containing the Manufacturer's Name, Type of Harness Designation and Date of Expiration which is the last day of the year marked. All straps in this FIA restraint system will have these labels. FIA restraint systems with the certification 'D ####.T/98' are equal to FIA specifications 8853/98 and 8854/98, and are therefore, acceptable restraint systems. FIA two-inch seat belts with the certification 8853/98 are acceptable restraint systems when used in conjunction with their corresponding FIA shoulder harness and anti-submarine straps.
 - D. If a restraint system has more than one type of certification label, the label with the latest expiration may be used.
8. Harness Threading: Assemble in accordance with manufacturers instructions.
9. FIA certified 2-inch shoulder harnesses are allowed when the HANS® device is used by the driver. SFI 2-inch shoulder harnesses are not currently allowed. Should the driver, at anytime not utilize the HANS® device, then 3-inch shoulder harnesses is required. The replacement cycle for the 2-inch harnesses shall be per TTR Section 12.1.7.B.