

Classic Racing Times

Inspection Guidelines for Race Cars

Prior to be permitted on the track, inspection of race cars will include, but will not be limited to:

Seat Belts:

Belts should be no older than 5 years from the current date and be free from cuts and abrasions, and with all hardware secure and tight. There can be no signs of fraying, wear, excessive fading, or aging. All latches and hardware must be in good working order.

Throttle Return:

The throttle system shall have at least (3) return springs and be free of bind and should close without hesitation. It is highly recommended that all throttle pedals have a toe return strap.

Braking System:

All braking systems must be fully functional and must be able to lock up all four wheels on command. Brake pads and lines must be in good working order free of cracks or faults.

Tires & Wheels:

All tires must be in good condition with no signs of cracks or dry rot. Wheels should be in undamaged condition, free of cracks or faults. All wheel retaining devices should be fully functional and must secure the wheel to the car. It is highly recommended that all wheels and tires be balanced and that all weights be additionally secured with tape.

Steering:

All steering components must be in good working order, free of damage and properly secured. All steering units should have minimal backlash and should be free of binds. It is highly recommended that a quick release steering hub be installed and properly working and that all steering wheels be in good condition without cracks or damage.

Kill Switch:

All cars must have an electrical kill switch in working order within the reach of the driver. It is highly recommended that the switch be clearly

marked with a noticeable red marking in the case that it may be used by a safety worker.

Excessive Leaks:

All cars must be free from excessive leaks of any fluid that would present a dangerous condition on the pit lane or racing surface. Minor leaks may require the installation of a diaper. Any car continually leaking fluids that can be traced to the pit or racing surface will be disqualified from further running in the event.

Panels & Bodywork:

All panels and bodywork must be securely fastened and should not become dislodged during normal running.

Camera Installations:

All on-car camera installations must be securely fastened such that they should not become dislodged during normal running on-track. No suction cup, Velcro® or similar devices are permitted. No camera device or accessory may be affixed to driver or rider's helmets.

Fire Suppression:

All pit stalls are required to have at least (1) fire extinguisher. All methanol burning cars must also have at least (2) five gallon buckets of water in their pit stalls.

Fuel Storage:

All Gasoline must be stored in government approved RED containers. All Methanol fuel must be stored in government approved WHITE containers.

Driver Safety:

All drivers should wear at least an SFI 3.2A/5 NOMEX fire suppression suit, Nomex underwear, socks, head sock, gloves and racing shoes in good condition, free of rips. All helmets should be free of flaws and be at least a SNELL 2005. It is highly recommended that a head and neck restraining device and arm restraints be used.