



**NEW FORM – EFFECTIVE 2006 – Required for all NER DE Events**

**Porsche Club of America - Northeast Region**

***Pre-Event Tech. Inspection Form***



**PRE-EVENT TECHNICAL INSPECTION MUST BE COMPLETED BY A CERTIFIED INSPECTOR PRIOR TO DAY OF EVENT. (ONLY ONE FORM IS REQUIRED FOR MULTI-DAY EVENTS.)**

Name: \_\_\_\_\_

Event Location: \_\_\_\_\_ CAR# \_\_\_\_\_

PCA Region: \_\_\_\_\_

Event Date(s): \_\_\_\_\_

Address: \_\_\_\_\_

Make: \_\_\_\_\_ Model: \_\_\_\_\_ Year: \_\_\_\_\_

City, State, ZIP: \_\_\_\_\_

Plate #: \_\_\_\_\_ State: \_\_\_\_\_

**Run Group Assigned for this Event:**

- Green       Yellow       Blue       White
- Black       Red       Instructor

*NOTE: Participants are responsible for the safety of their cars & should know the condition of all items on this list. Technical Inspector will not be held liable for safety of car.*

**EXTERIOR**

**PASS**   **FAIL**

- GLASS:** No cracks in any windows.
- WIPERS:** Functional, with good blades.
- MIRRORS:** At least one rearview mirror, securely mounted.
- BRAKE LIGHTS:** Operational.
- GAS CAP:** Proper cap, seals tightly.

**ENGINE COMPARTMENT & TRUNK(S)**

**PASS**   **FAIL**

- BATTERY:** Securely fastened, no acid leaks or corrosion. (Check fuel lines under 914 battery tray.)
- BELTS:** All engine belts are in good condition and properly adjusted.
- THROTTLE RETURN:** Freely operating, with good spring(s). Check both springs on CIS cars.
- BRAKE FLUID:** Bleeding brakes between events is required.  
**Date last bled:** \_\_\_\_\_.  
Fluid must have been changed in last 12 months.  
**Date last changed :** \_\_\_\_\_ (NO DATES = FAIL)

**UNDER CAR**

**PASS**   **FAIL**

- TIRES:** All of same type (all standard or all high performance) – front tires same size, rear tires same size, in good condition, no cracks, min. 3/32” tread (except high perf. tires). No rubbing on fender lips.
- WHEELS:** No cracks (check lugholes) or bends, good valve stems & supports (if OE equipped). No after-market wheel adapters or brake dust shields. Steel lugs preferred in advanced run groups.
- WHEEL BEARINGS:** All are correctly adjusted; if non-adjustable type, then zero free play.
- BRAKES:** Minimum 50% pad thickness for one-day event. No cuts or abrasions on lines, no cracks in drilled or slotted rotors. No after market drilled or slotted rotors. (Check 914 rear adjustment.)
- FRONT SUSPENSION:** No excessive looseness in steering or suspension. No leaks. All bolts tight. Ball joints in good condition, tie rods secure, axle boots & seals in good condition. 356 steering box – tight cover & lid. 900 series – tight steering rack. 944 / 968 - control arm ball joint tight.
- LEAKS:** No fluid leaks.
- RUST:** No structural or excessive rust.
- REAR SUSPENSION:** No excessive looseness. All bolts tight. Halfshaft bolts tight, axle boots in good condition, shock bolts tight.
- EXHAUST:** Securely fastened, no leaks.

**INTERIOR**

**PASS**   **FAIL**

- PEDALS:** Firm brake pedal. All pedals have free return and are in good condition.
- ROLL BAR:** Required on all cabs except Boxster, 914, 996, 997 & Targa. All tops must be up/on or car must have 5/6-pt. harnesses, arm-restraints, & driver must pass “broomstick” rule.
- FIRE EXTINGUISHER:** Securely mounted metal-to-metal (metal bracket, bolts) in reach of driver. BC or ABC rated, 2.5 lb. min., is fully charged. Metal nozzle preferred.
- HELMET:** Snell SA2000 or M2000 (or newer), functional chinstrap. Eye shield preferable.
- DOORS/WINDOWS:** Doors must be operable from inside & outside. Windows must lower fully.

**INTERIOR CONTINUED**

**PASS**   **FAIL**

- SEAT BELTS:** Standard, OE belts are acceptable. Must not be frayed. 65-68 900 series require modification. **Equal restraints** – both occupants must have the same level of equipment. **Harnesses: All 5/6 point harnesses must be used with "racing seats"** equipped by the manufacturer with belt routing holes for the shoulder, lap and submarine straps. No add-on or "home made" modifications of any type to these seats will be accepted. Sport seats without lap belt holes, but with correct manufacturers built in sub-belt and shoulder belt holes will be accepted providing the seat design allows the lap belts to be low and tight around the waist. Harnesses should be anchored to factory-mounting points or roll cage structure, wherever possible. Shoulder harnesses must route over a harness bar or roll cage/bar. Connecting directly to a "harness truss" is acceptable. Shoulder harnesses must not be angled downward more than 45 degrees from the chassis' plane as they leave the shoulder. All belts must be securely mounted to the vehicle. Eye bolts are suggested for harness waist mounting points so that the mounting point has a degree of freedom as to not place an uneven load between the belt webbing and belt clip. Waist belts must be routed in such a way that the belt adjuster does not get caught in the seat causing it to "dump" when placed under heavy loading. "US Grade 5 or Metric 8.8" or better hardware must be used. Harness must be replaced after ten (10) years. It is the recommendation of the track committee that harness users follow the replacement interval of the harnesses manufacturer if it is less than ten years.

**INTERIOR NON-PORSCHE**

**PASS**   **FAIL**

- Harnesses:** Schroth Quick Fit, Schroth Rallye, and Schroth AutoControl four (4) point harnesses for use in BMW, MINI, Audi, VW & Subaru WRX, conforming to the Schroth installation guidelines is acceptable. A 4-point harness is not acceptable for Porsche manufactured vehicles because no provision for shoulder belt routing is available for single piece seat backs used by Porsche. Only vehicles on the Schroth vehicle reference list can install Quick Fit four point harnesses.

**INSPECTED BY:** \_\_\_\_\_ **OF:** \_\_\_\_\_ **DATE:** \_\_\_\_\_

**STAMP FORM WITH NER-PCA (OR APPROVED OUT-OF-REGION) TECH. INSPECTOR SEAL.**