



NEW FORM – EFFECTIVE 2019 – Required for all NER DE Events

Northeast Region - Porsche Club of America

Pre-Event Technical 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: _____

Color: _____ Plate #: _____ State: _____

Run Group Assigned for this Event:

Emergency Contact Name: _____

- Green Yellow Blue White
- Black Red Instructor

Emergency Contact Phone: _____

EXTERIOR

PASS **FAIL**

- GLASS:** No cracks, condition does not impair vision.
- MIRRORS:** Minimum of single mirror in good condition and securely mounted.
- BRAKE LIGHTS:** Functional and visible.
- GAS CAP:** Tightly closed and no leakage.
- STRUCTURAL INTEGRITY:** No loose body or interior parts; no structural rust at or near suspension points.

ENGINE COMPARTMENT & TRUNK(S)

PASS **FAIL**

- BATTERY:** Properly secured, no apparent corrosion. (Check fuel lines under 914 battery tray.)
- BELTS:** Engine belts in good condition with proper tension.
- THROTTLE RETURN:** Freely operating and proper spring(s). Check both springs on CIS cars.
- FLUID LINES:** Proper fittings and line conditions; no external clamps used on pressurized oil lines.
- BRAKE FLUID:** Sufficient brake fluid, premium fluid recommended. Fluid must be flushed/changed within last 12 months. **Date last flushed/changed:** _____ Brakes must be bled between events. **Date last bled:** _____ **(MISSING/INVALID DATES = FAIL)**

UNDER CAR

PASS **FAIL**

- TIRES:** All of same type (standard, performance or rain). Front tires same size, rear tires same size. No cracks, min. 3/32" tread or appropriate wear bar/hole indicators. No rubbing on fender lips.
- WHEELS - OVERALL CONDITION:** No cracks, bends or flaws, valve stems must have airtight caps.
- WHEELS - BOLTS & LUGS:** All lug nuts engaged; pay special attention to after-market wheels & Turbo Twist wheels. If using track tires, steel lug nuts are recommended.
- WHEELS - CENTERLOCKS:** Make sure locking devices are fully engaged.
- WHEEL BEARINGS:** Proper free rotation; no looseness in hub.
- BRAKES:** Minimum 50% pad thickness for one-day event. No cuts or abrasions in brake lines. No visible cracks extending to edge of rotor or between holes in drilled or slotted rotors. With co-driver, pads should exceed minimum standard.
- FRONT SUSPENSION:** No excessive play. Ball joints and tie rods secure, boots and seals in good condition. 356 steering box – tight cover & lid. 900 series – tight steering rack. 944/968 – control arm ball joint tight.
- FLUIDS:** No dripping leaks of any fluid of any type.
- REAR SUSPENSION:** Half shaft boots in good condition; mounting hardware in good condition; no leakage.
- EXHAUST:** Securely fastened and in good condition.

INTERIOR

PASS **FAIL**

- PEDALS:** All pedals must have free return and be in good operating condition. Brake pedal must be firm.
- ROLL BAR/CAGE:** Mandatory for all open & semi-open cars without manufacturer's structural or deploying roll over protection; roll bars must pass the broomstick rule and must be covered with closed cell foam padding in any place where a helmet could come in contact with the bar. All soft tops must be up/hard tops installed **or** car must have multi-point harnesses, arm-restraints, and driver must pass "broomstick" rule.
- HELMET:** Snell SA2010, M2010 or K2010 (or newer); no cracks, chinstrap in good condition. A full face SA helmet is recommended.
- HEAD & NECK RESTRAINT (aka HANS):** mandatory when using multi-point harnesses.
- DOORS/WINDOWS:** Doors must be operable from inside and outside. Windows must lower fully.
- FIRE EXTINGUISHER:** **Strongly recommended but not required.** Securely mounted, metal-to-metal (metal bracket, bolts), within reach of driver. BC or ABC rated, 2.5 lb. min., fully charged. **Note: many regions make this a requirement so plan accordingly if you plan on attending other region's events.**

INTERIOR (CONTINUED)

PASS **FAIL**

 SEAT BELTS: Factory or better installation in both seats; securely mounted; not frayed, worn or cut. 65-68 900 series may require modification to 3-point. OEM three point belts used with any type seat, including "racing" or "sport" seats, are acceptable with similar fitment as provided by stock seat.

EQUAL RESTRAINTS: required for driver and passenger.

HARNESSES: All 5/6-point harnesses **must** be used with "racing" seats equipped by the manufacturer with routing holes for the shoulder and anti-submarine straps. No add-on or "home made" modifications of any type to 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 across 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 40 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. Lap 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 belts must be replaced no later than five years after date of manufacture.

INTERIOR 4-POINT SYSTEMS

PASS **FAIL**

 Non-Porsche: a four-point system that meets the following requirements is allowed in non-Porsches:

- Meets Federal Motor Vehicle Safety Standard 209.
- Attaches to the factory seat belt mounting points.
- Each belt is designed to work in a specific vehicle and that vehicle tag must be attached to the belt system.

 Porsche: Schroth has developed four-point systems for specific Porsche models. These are the 918 Spyder, 2015 GT3, 2016 Cayman GT4, 2016 Boxster Spyder, and 2015 GT3RS. These models must also be fitted with the Full Bucket Seat Option P11 provided by Porsche. These belts meet Federal Motor Vehicle Standard 209 and are deemed street legal. These belts also have labeling confirming the intended use for these specific Porsche models.

MINIMUM STANDARD GRID TECH LIST:

1. No loose objects or distracting items
2. At least one functioning brake light
3. Gas cap & battery secure
4. Wheel lug nuts torque, centerlock locking device inspection
5. Helmet with proper Snell rating, Head and neck restraint system (aka HANS) mandatory when using multi-point harnesses
6. Proper clothing attire per regional rules
7. Car numbers must be displayed on both sides and rear of the vehicle. Side numbers should be no smaller than 4" in height and in a color that contrasts with the background color so that it is visible from a distance. Numbers must be those assigned by event registration and must be applied before entering the event tech inspection line. Drivers must supply their own numbers; NER will NOT supply the numbers for you.
8. Tires in good condition with no cracks and/or cuts
9. Sufficient brake pad thickness

THE UNDERSIGNED INDIVIDUAL(S) HEREBY CERTIFIES THAT:

1. This OFFICIAL TECHNICAL INSPECTION FORM (THE "FORM") submitted to the _____ *Region* (the "Region") of the Porsche Club of America, in connection with the above noted High Performance Driver Education Event was performed on the date shown below by a Porsche mechanic or other person authorized by the Region to conduct such an inspection.
 2. The completed Form correctly and accurately shows the condition of the Car identified above on the date of the inspection.
 3. If so equipped this vehicle's AUTOMATIC EMERGENCY BRAKING and LANE KEEPING ASSISTANCE SYSTEMS ARE TURNED OFF.
 4. There have been no changes in the condition of the Car since the date of the inspection that would affect the track-worthiness of the Car.
- The undersigned hereby agrees to defend, indemnify and hold harmless PCA, its zones and regions, as well as the inspector, from any and all claims or demands arising directly or indirectly from any incorrect and/or inaccurate statements set forth in this form.

I understand that the technical inspection performed on my Car and my helmet is solely for the purpose of meeting minimum standards of car preparation for the Zone's or Region's High Performance Driver Education Event. No warranties or guarantees are implied or expressed by the passing of the inspection performed. I acknowledge that the safe condition and operation of my Car is entirely my responsibility. I take full and sole responsibility for any vehicle problems, malfunctions, or damage that may occur in connection with the operation or performance of my Car prior to, during, or subsequent to the Event.

Must have "NER Technical Inspection" stamp here or attach receipt from shop.

Driver #1 signature: _____ **DATE:** _____

Driver #2 signature: _____ **DATE:** _____

INSPECTED BY: _____ **OF:** _____ **DATE:** _____

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