



Summit Point Motorsports Park

201 Motorsports Park Circle, PO Box 190

Summit Point, WV 25446

304-725-8444 fax: 304-728-7124

E-mail: office@bsr-inc.com

www.summitpoint-raceway.com

TECHNICAL INSPECTION

General Guidelines: Before each event, each participant's vehicle will be inspected by BSR mechanics. The purpose of the inspection is to assure that all vehicles permitted on the track are safe to operate at speed. Inspection at the track should be considered cursory in nature. Vehicles will not be jacked up, disassembled, or repaired during inspection. Due to these limitations, it is the responsibility of the participant to assure safe mechanical condition of the vehicle prior to the event. It is strongly recommended that vehicles be thoroughly and routinely inspected by a reputable technician. Participants should keep safety equipment in proportion with performance modifications.

Technical Inspection will be conducted within the following guidelines:

Under Hood

- Oil
- Transmission fluid
- Differential fluid
- Brake fluid; should be full and reasonably fresh, modified cars should consider high temperature fluid. (As brake fluid ages, it absorbs moisture and loses its ability to withstand higher temperatures. As the fluid temperature rises during repeated heavy braking, it can begin to boil causing air bubbles in the system. The result is a soft brake pedal and the inability to slow down! For performance driving, higher temperature fluid is recommended.)
- Coolant
- Hoses
- Belts
- Any leaking fluids (A leak is defined as something visibly dripping.)
- Radiator should be in good condition
- Throttle linkage should operate freely with positive return pressure
- Battery secured
- Washer fluid is a nice plus!

Passenger Compartment

- Passenger seat
- Safety restraint for driver and equivalent for **passenger** (includes seat belts, seat, and roll bar padding).
Note: Seat belts must be DOT-approved 3-point minimum. Racing style 4-, 5-, 6-point belts may be used providing an equivalent system is available for the passenger.
- Historic cars must have a minimum of three point belts. Belts must be safely installed and well anchored.
- No window nets!
- No loose objects including large speakers! Speakers and amplifiers must be mounted securely and will be checked at the track. Make sure to check door pockets and seat compartment for loose objects.
- Remove floor mats
- Clean glass is also a plus!

Roll Bars/Cages

- Mandatory for all convertibles
- Factory functional and “pop-up” roll bars are acceptable, must provide documentation, such as Porsche Boxster or BMW Z3 with Owner’s Manual that confirms that they are “Rollover Protection” not “Style” Bars. Honda S2000 and Dodge Viper convertibles require aftermarket roll bar.
- Roll bars should be padded and provide identical protection for driver and instructor. There should be minimum of 2” of clearance from top of rollbar to top of your helmet when seated. Measure by holding a broomstick or other straight edge from top of roll bar to top of windshield header and measure the distance from helmet to bottom of stick.

Suspension, Wheels, and Tires

- Shocks / struts should work properly without leaking
- Springs — check for cracked or broken coils or leaves
- Secure all suspension bolts
 - Note:** Every bolt has a torque spec
- Wheel bearings
- Ball joints
- No excessive play in steering linkage
- Wheel alignment
- DOT-approved tires only. Tires showing cord or worn down to the secondary layer of rubber are not acceptable.
- Wheels should be secured and free of cracks.

Brakes

- Pads with plenty of material
- A hard stop should not result in severe vibration
- All cars will benefit from performance pads
- Modified cars should consider total brake system upgrades
- Feel free to ask for advice from experienced participants

Trunk

- No loose items — spare tire can remain provided it is secure

General

- Car must have functioning headlights and brake lights
- Exhaust must be mounted securely and sealed — sound limit 103 dB
- Must have an interior and a side mirror
- Video cameras must be mounted securely (no elastic straps) — must not impede driver’s line of sight.