



# Ferrari Club of America Pre-Event Tech Inspection Form

Model: \_\_\_\_\_ Year: \_\_\_\_\_ Chassis # \_\_\_\_\_

Owner: \_\_\_\_\_

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

Prior to arrival at the track event, evaluate car for suitability for driving at high speeds on a race track. Evaluation includes, but is not limited to, inspection of the items shown below. Check off items that pass, circle those items that fail and describe in comment section. With the exception of brake pad/shoes, inspection should be done to the extent possible by visual examination without disassembly. Feel free to use the "comments" section below.

- Externally confirm safety integrity of recent vehicle work or work since last FCA track event.
- Indicate recent work to fuel, electrical, lubrication or cooling systems.
- Brake fluid – DOT 4 or better, less than four months old at time of track event  
Date last changed: \_\_\_\_\_  Reservoir full and clear
- Brake pedal – firm and high
- Brake calipers, cylinders, lines, and hoses – no leaks or bulges, everything serviceable and suitable
- Brake lights – bright
- Steering – no excessive play, no binding
- Tie rod ends – no excessive wear
- Suspension – no excessive wear or weakness of springs, shocks, and other components
- Ball joints, kingpins – no excessive wear
- Front wheel bearings – correct play, tightness meets specifications
- Wheels – true, serviceable and suitable (check wire wheel spokes)
- Car battery cut off operational (if installed – required for race prepared cars)
- Tires – Race-prepared cars: suitable to purpose and era. Street cars: most may use either racing tires or DoT approved tires. The specific DoT tire must have a speed rating appropriate for the maximum expected track speed. Convertible without a roll bar must use DoT tires with the appropriate speed rating - Local rules apply if more restrictive
- Accessory drive belts – good condition, proper tightness
- Hoses, fuel lines, wires – good condition, securely fastened
- Engine, transmission, differential – absence of excessive leaks, mounts tight
- Other leaks – oil, grease, water, gasoline – nothing out of the ordinary
- Battery – hold down secure, caps tight, terminals clean
- Throttle – quick and positive return action
- Driveshaft, half-shafts, joints, CV boots and bearings sound and secure – no excessive play
- Exhaust system – sound, secure, and no leaks
- Body and frame – no loose panels, dangerous protrusions or structural decay
- Seatbelts – in good condition (not frayed) and properly installed. Racing belts less than 5 years old.
- Fire System or Extinguisher –installed with metal bracket, accessible to the driver

Comments, Recent Work, Disassembly or Repairs:

\_\_\_\_\_

Name of Inspecting Organization: \_\_\_\_\_

Printed Name of Inspector and Signature: \_\_\_\_\_

Odometer Reading: \_\_\_\_\_ Date of Inspection: \_\_\_\_\_

*Technical inspection is not a guarantee of fitness for any particular purpose.  
Vehicle condition remains entirely the responsibility of the owner and the driver.*



## TRACK EVENT GRID INSPECTION

### REQUIRED OF ALL CARS IN DRIVER DEVELOPMENT RUN GROUPS

Evaluate items below by reference to completed Tech Inspection checklist, visual inspection (VI), and/or discussion (D) with owner. When car is ready for track, affix Inspection Sticker to windshield.

- Tech Inspection deficiencies (VI)
- Tire pressure (Caution driver about adequate tire pressures for the track) (D)
- Wheel nuts (Driver check tightness) (D)
- Exposed headlights and fog lamps Glass lenses must be taped by owner. (VI)
- Interior, trunk, glove box must not have loose items. Remove driver side floor mats (VI)
- Brake fluid – filled and fresh appearance (VI)
- Working brake lights (VI)
- Clean and unobstructed windows (VI)
- Spare tire, remove or secure (VI)
- Possession of safety equipment (see above) (VI)
- Check to make sure the helmet is current and correct and apply helmet sticker (VI)
- Check car number and make sure it is applied to both sides (VI)
- Apply participant sticker (D)
- APPROVED  DISAPPROVED

Grid Inspector's signature: \_\_\_\_\_ Car #: \_\_\_\_\_

	<b>Race Prepared Cars (TEM 4.b pg 7)</b>	<b>Street Cars</b>
<b>Helmet</b> (TEM 4.a page 6)	Snell SA 2000 or later; full coverage visor in open cars (NOTE: motorcycle helmets with M or SM rating are NOT acceptable)	
<b>Driver Suit</b>	Nomex suit with gloves, shoes and socks	Nomex not required. Long pants and long-sleeved shirts, preferably cotton required
<b>Driver's Hood</b>	Required in all race prepared cars for drivers with long hair or facial hair	Not required in street cars – recommended for cars for drivers with long hair or facial hair
<b>Gloves</b>	Leather or nomex	Recommended but not required
<b>Shoes</b>	Leather or fire resistant with non-skid soles	Non-skid soles, closed shoes. No sandals
<b>Socks</b>	Nomex	No bare-footed drivers or passengers
<b>Tires</b> (TEM 4.b pg 7-8)	Racing tires racing tires suitable to the purpose and appropriate to the era in which the car was raced.	Most cars may use either racing tires (slicks) or DoT approved tires. The specific DoT tire must have a speed rating appropriate for the maximum expected track speed. Convertible without a roll bar must use DoT tires with the appropriate speed rating - Local rules apply if more restrictive
<b>Fire Protection</b> (TEM 4.b page 8)	On-board fire system meeting SFI or FIA requirements. Non-Ferrari race-prepared "street-class" cars shall have a 2 pound Halon or dry chemical extinguisher, securely mounted within reach of the belted driver.	Optional - if installed must be minimum 2 lbs., securely mounted, Halon or dry chemical, within reach of driver
<b>Seat Belts</b>	Racing-type installed properly, in good condition, same for driver and passenger	Factory installed or better, installed properly and in good condition same for driver and passenger

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