



Porsche Club of America, Allegheny Region

2020 Vehicle Safety Inspection

Supplemental Materials

OVERVIEW

As indicated on the Vehicle Safety Inspection (VSI) form there are a few items that require further explanation and clarification that cannot be adequately described on the VSI form. In addition to this, however, it is important to understand what the intent and purpose of the VSI is. The modern motor vehicle is an extremely complex mechanical and electronic device and of course it is impossible to say that any car is "guaranteed" to withstand the rigors of track driving which are far greater than anything that driving on the street demands of it.

The purpose of the VSI is to give you an opportunity to identify any items that, if left uncorrected, will likely cause your car to not perform like you (and we) would like it to during the course of the event. A pre-event inspection of each car is mandated by PCA in order to participate in any PCA-sanctioned HPDE event. It is important to keep in mind that you will be sharing the track with upwards of 30 or more cars and that mechanical issues with your car can have significant implications for those who are participating in your run group. It is hoped that the obvious importance of mechanical soundness and safety of your vehicle will encourage you to not "cut corners" if you will with regards to the thoroughness of the preparation of the car that you have elected to drive in this HPDE event. It cannot be stressed enough that known deficiencies in your car can, and most likely will, affect not only your success at the event but those who will be sharing the track with you.

Please note there are 7 Specific items for review on the next 2 pages.

SUPPLEMENTAL ITEM 1: HELMETS

2010, 2015 or 2020 SNELL SA or M rating REQUIRED with SNELL sticker attached. SNELL SA (Special Application) strongly recommended but SNELL M (Motorcycle) is acceptable. DOT-rated helmets are not acceptable. Please do not arrive at the event with a SNELL 2005 rated or DOT helmet as you will not be allowed to participate.

SUPPLEMENTAL ITEM 2: BRAKE FLUID

If there is one car preparation item that has historically caused the greatest number of issues but yet can be very easily and cheaply remedied it would be brake fluid. Your brake system needs to be flushed and bled before any track event but if the fluid is replaced with a more "track-suitable" type this small investment will pay significant benefits as your car will be much less likely to overheat and boil the brake fluid. There are a number of choices readily available (Motul RBF 600/650, ATE Type 200, Castrol SRF, Pagid RS) and any of these are excellent and will be a major upgrade from "normal" or OEM brake fluid.

SUPPLEMENTAL ITEM 3: HARNESS RESTRAINT SYSTEM

As a minimum the vehicle shall have the OEM restraints. If you have chosen to install 5- or 6- point harnesses, be mindful that the proper installation of these will require several changes to the automobile to create a safe occupant system. Harnesses must include an anti- submarine strap and be mounted in an approved manner consistent with the harness manufacturer instructions. The harnesses must be used in conjunction with seats that were manufactured with routing holes for the shoulder belts and anti- submarine belts. Equal restraint systems are required for both driver and passenger. Harnesses will be checked for expiration date compliance.

SUPPLEMENTAL ITEM 4: HEAD-NECK RESTRAINT SYSTEM

If you have 5-or-6-point harnesses, or a harness going over both shoulders, a head-and-neck restraint device is required.

All head and neck restraint devices must meet the standards of either SFI 38.1 or FIA 8858 or its successor is required.

SUPPLEMENTAL ITEM 5: SEATING REQUIREMENTS

ALL participant vehicles must have TWO seats with equal restraints for the driver and passenger. This applies to all run groups (including instructors). Please do not register if you don't have a car that will meet this standard. There will be no exceptions or special dispensation given for this rule.

SUPPLEMENTAL ITEM 6: ROLL-OVER PROTECTION

All "non-fixed-metal" roofed cars must have OEM roll-over protection (e.g. 996 and later Cabriolets, Boxsters etc.) or a proper roll bar that passes the "broomstick test". Convertibles that have OEM roll-over protection will run with the top up or occupants will wear arm restraints. The broomstick test is one in which the top of the roll bar must be higher than the top of either seat occupants' helmet. Late-model Corvettes (C6 & C7 series) convertibles are not permitted without the installation of a roll bar.

SUPPLEMENTAL ITEM 7: CARS THAT ARE NOT PERMITTED

All open-wheeled cars are prohibited. Cars with fenders attached to the suspension (e.g. Lotus 7/Caterham) and not attached to the body of the car in at least two locations are prohibited. Should there be any question about the suitability of a vehicle please contact the ARPCA Safety/Tech chairman at Safety@ARPCA.com.

Any and all questions should be forwarded to Dante Oliverio, ARPCA Safety Committee Chairman at Safety@ARPCA.com