



# Slideways

VOLUME 1, ISSUE 8

SEPTEMBER, 2003

**SCCA, Rocky Mountain Chapter - Big Sky Region 38 Newsletter**

**NEW! - Rocky Mountain Chapter Official Website**  
We now have our own website at - <http://www.rmcbigskyregion.org>

## ***Next Event!***

***Hines Automotive***

***Sun, Sept. 14th***

***At FVCC***

***Next Meeting:***

***Wed. Sept. 10th***



**SCCA**  
**Rocky Mountain Chapter**  
**Big Sky Region 38**  
501 Jellison Rd.  
Kalispell, MT 59901

**2003 Officers**  
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[www.rmcbigskyregion.org](http://www.rmcbigskyregion.org)

## News From The CE

We did really good on registration and getting started pretty close to on time at the last event lets try it again this time, I think everyone was really happy with the event overall, we were able to get started earlier than I think we ever have. And we were able to get six full runs in. If everyone can do their best to follow the guidelines below again at this event we should be able to get another six runs in this time. I think if everyone can even set a goal of being there fifteen minutes earlier than last time, we could actually get a car on course by 11:00 am

**Registration:** The earlier we can get started the more runs we can get in during the day. Deadline for registration will be 10:00 a.m. this will insure all tech inspections can be completed by 10:30 a.m. and the drivers meeting can be held at 10:45, with the first car on course at 11:00 a.m. If you have other commitments you can pre-register with me by phone at 406-261-3463 either the night before or that morning before 10:00 a.m. If there is no answer on my phone, leave a detailed message, stating Car Class, Car make/Model, Your Name, Car Number, and Member status. We will get you inspected as soon as you arrive and collect your fees. You will forfeit any runs that have completed when you arrive.

## **September is Autocross Month!!**

**Kalispell September 14th:** Our next event is scheduled for September 14th at the Flat-head Valley Community college.

**Missoula September 21st:** Missoula is hosting a second event in September on the 21st at Big Sky High School. The hotline number is 1-406-541-0054 and their website address is <http://bigskyregion.org>.

## **October Event Information!**

I will do my best to get the next newsletter out a bit earlier, but please remember our October event is the first weekend of the month, October 5th, Sponsored by Advanced Chiropactic.

## **Octocross!**

**Autosports Northwest:** is hosting the annual two day event Octocross; on October 11-12 at Spokane Raceway park on the road course, this event is always a winner and a great way to finish out the season in great form. For more info check out their website at; <http://www.autosportsnorthwest.org/schedule.html>

Tony

# Focus on Safety

## SCCA SOLO II VEHICLE SAFETY INSPECTION REQUIREMENTS

(From the Solo II Rule Book, Section 3.3.C)

All vehicles must pass safety inspection on the following points prior to competing. Entry fees, if already paid, will be refunded if a car fails to pass safety inspection. Safety inspection is not concerned with the legality of a car. The organizing Region may, at its discretion, provide in connection with technical inspection, an advisory inspection for vehicle classification and legality.

1. All loose items, inside and outside the car, must be removed. Passenger set back and cushion shall be secured.
2. Snap-on hubcaps, detachable fender skirts and trim rings must be removed.
3. Wheels must be safely affixed. They shall not be reversed so that the lug hole taper does not meet with the chamfer of the lugs. All studs and lug nuts must be present and functional.
4. Tires must be in good condition, with no cords or belts showing or cracks in the tread of sidewall. Studded tires are not permitted.
5. Minimum tire pressure must be at least 25 lbs in cars under 3000 lbs and 35 lbs in cars over 3000 lbs, or the tire manufacturer's maximum recommended pressure. Experienced drivers shall be permitted to use their customary pressures.
6. Seat belts must be properly installed with attaching hardware secure and tight.
7. Throttle return action shall be safe and positive. Dual return springs are highly recommended.
8. No excessive fuel, oil, water or brake fluid leaks should be observed when the engine is running. Additionally, all Prepare and Modified Category vehicles must be equipped with engine oil and engine coolant vent tanks where applicable.
9. Steering "spinner" knobs are not to be permitted.
10. No broken or missing spokes nor more than one loose spoke per wheel shall be permitted in wire wheels. No cracks shall be permitted in disc or cast wheels.
11. Brakes must have an adequate pedal, sufficient fluid in the master cylinder and no apparent hydraulic leaks under pressure and must operate on all wheels.
12. All swing axle cars, except Porsche, must have a camber compensator, negative camber, or have axle limiting straps. Stock pre-1967 Volkswagen straps are not sufficient.
13. Wheel bearings, shocks, steering, and suspension shall be in good operating condition.
14. Exhaust must exit behind driver or to the side of the car.
15. All vehicles must pass sound inspection for excessive exhaust noise (>90dp@3000rpm@50')
16. On board starters shall be provided.
17. All batteries (on board power supplies) shall be attached securely to the frame or chassis structure in such a way as to ensure that the battery will remain in place. Any battery moved from the manufacturer's original location must be in a nonconductive, marine-type container or equivalent completely enclosing the battery with container top securely attached. The battery must be directly secured. A battery secured only by the container does not meet this requirement.
18. Helmets for all drivers of the vehicle must be in good condition, fit snugly, and have at least Snell 1975 or ANSI Z90.1b 1979 certification. For ANSI standard helmets, no paint or adhesive stickers may be applied to the original helmet shell.

Any car that is judged by the Event Chairman to be in an unsafe operating condition at any time during the event shall be barred from further competition until the deficiency is corrected to the satisfaction of the Chief Technical Inspector.