



# SPEED SHOP SCHOLAR

Welcome to another edition of the “Speed Shop Scholar.” This month, I am going to climb back onto my soapbox and discuss a topic that is near and dear to my heart: Tech.

Over the last few years, I have watched the efforts put into post-race technical inspection dwindle further and further. I have also watched some tracks practically refuse



to implement any inspection procedures at all, even going as far as to raise the protest fee to a point that almost guarantees few protests.

In this age of internet engine builders, and easily accessible modified engine parts, the possibility of racers exceeding the limits of the rulebook is a very real possibility.



Tracks can take one of two approaches when it comes to protecting the integrity of the rules. They can keep the racers guessing with regular spot checks, or they can turn a blind eye and hope it just works out. It doesn't take rocket science to know which method will result in the better program.

True racers want and expect tech. This is not to say these same racers don't want an edge, we all do, but they do not like the idea of another racer being able to do something that they cannot do themselves. This is the point that the track needs to step up and ensure the playing field is kept as level as possible.

Now, don't get me wrong, I am not advocating that every track start tearing down engines to the bare bones each and every night. That is not the case at all. I am merely wanting tracks to take a look at implementing tech procedures that are completely random and check varying areas of the engine. Many items can be easily inspected without major disassembly that will cost the racer to have re-assembled.

I remember racing at a track many years ago that had each racer draw a pill from a bag as they approached the scales. A black pill got your fuel teched, and a white pill got you a pass. Completely random, this kept racers honest.

I recommend a similar procedure. At the end of every main event, have the winner draw a pill, either a yes or no. This will determine if inspection will take place. If a



yes pill is drawn, have the second place finisher draw a pill from another bag, this one having a number of pills inside. Have the pills labeled with items such as, valve springs, cc's, valve lift, carb bore, the list can be as long as you wish. The goal is to have a system that is purely random, both in whether tech will take place or not, as well as the items that



will be checked. With this system, the track is not singling out any racer, or engine builder, and at the same time, no one has any way of manipulating the system. It also sends a message that the track is serious about tech.

Furthermore, I am of the opinion that any race that pays in excess of a few hundred dollars, tech should be automatic. As I said above, I see racers walk away with



hundreds of dollars in race winnings without even having to remove the air filter. That, my friends, is a trend that needs to be brought to an immediate halt. Use the same procedures above to at least make them accountable to



some degree. Restricted engines need to have the plates inspected every week.

Racers spend hundreds and even thousands of dollars to have the parts and pieces necessary to win races. Every engine builder worth their salt is pushing the lim-



its daily to produce a product that makes more power than before. That is the job we all do as racers. Every once and a while, however, we all need a reminder of exactly where the boundaries are.

Anytime the inmates are allowed to run the asylum, chaos will ensue. Once this starts, the true racers will abandon the track for another that does establish order and control. While we all want to win, we want to win in the correct manner. Any racer that feels otherwise is not a true racer.

Discuss the tech procedures with your local track. Encourage them to take steps such as those above to provide good, clean, legal racing. After all, isn't that some of the main reasons we all started? See you next month!

