

SAFETY INSPECTION MADE EASY #3

This is the final installment in the safety inspection made easy series and I am looking forward to seeing if this has answered enough questions or removed any of the myths that have kept people from having the cars inspected or at least made enough of an impression that made you want to get your ride inspected this year or better yet peaked your interest enough to make you want to join an inspection team.

17. **WINDSHIELD:** Should be AS-1.

I have never seen this be a problem as long as you use safety plate glass

18. **SHIFT PATTERN:** Shift pattern should be visible except on three speed standard column shift.

This one is so easy to fix that no one should have a good reason to not pass this one. You can get high tech electronic indicators that bolt to the transmission and light marked lights on the dash or in the gauge cluster (Wire works, painless or Dakota digital). You can mount a pointer on the moving part of the column shift and a marker on the fixed part of the column which will let you know what gear you are in. (Yearwood, Yogie's ect) or you can just make a plate and mark it with the gear sequence P R N D L

19. **FUEL LINES:** Should be safely mounted and routed.

These should be mounted in the same fashion as break lines. And also keep them away from moving parts or heat sources. If you run them through a small hole in the frame or close to a raw edge use a grommet or some hose around the steel line to protect it from abrasion. Securely clamp it around every 10" to 12"

20. **PARKING BRAKE:** Should be activated independent of vehicle's primary system.

LINE-LOCK is not recommended.

This is another one of the safety items that quite a few of the cars don't have. I'm not sure weather it is the expense or the hassle to get one that works. I know that with the automatic trans you would most likely never use it but that one time you may need it would make the time and expense to put a working one in well worth while. The best ones are original equipment emergency breaks that come on the rear end. They can be hooked up to any number of operating levers from original equipment to Lokar or Genie custom levers. The one I have is a disc that bolts to the rear end yoke and a small caliper is attached to put pressure on the disc when the lever is pulled (Personally I wouldn't recommend this system I haven't had mine working right yet.). Line-lock is actually part of your original braking system setting the front brakes and if it goes out you don't have an emergency brake. Hydraulic secondary drakes are also not recommended

21. **SELF-ALIGNING ROD END BEARINGS:** Ball should have 1/8 inch spacer on each side of the ball if there is any misalignment. Rod ends should not have more than 10° misalignment. ROD ENDS and 4 BAR-PARALLEL RADIUS ROD SYSTEM rubber bushed ends should have a safety washer at least the same outside diameter as the housing or larger.

This is just an extension of #13 only in deeper detail. You should check the rubber bushings to make sure that they are not dry rotting or getting soft and make sure the rods don't have excessive play.

22. **BRAKE LINES:** Should be safely mounted and routed.

This would be similar to #18 fuel lines if you have done that right you will have this right also. It is also part of #15 brakes only in deeper detail. The flex lines from the wheels or to the rear end need to be anchored at the frame end so that the steel lines do not take the flex and the flex lines do.

23. **CHASSIS FASTENERS:** Self-locking nuts, lock-washers, safety wire, or cotter pins.

This one will trip up some of the best builders it seams that someone always either gets in a hurry or to busy/distracted or just plain forgets to put a cotter key in place. Lock tight will not work only because it can't be proven that it is on the threads. Self locking nuts or nylocks will work but they should have at least two threads showing past the nuts. Also have two threads protruding through the nut.

FOR YOUR SAFETY:

These items are not required to pass but are a very good idea for your safety and you will be asked about them but they will not cause you to fail the inspection

fire extinguisher in driver/passenger compartment

*This is a good idea even if you don't need it you might be able to save someone else some great expense. **KNOW THE LIMETS OF YOUR FIRE EXTINGUISHER!!** If you carry a dry chemical fire extinguisher shake it up and loosen the powder every so often. Replace or have them serviced at least every four years.*

seat belts

Iowa does not require seat belts in these old cars but they are a good idea and if you are in the process of building you car splurge for the three point system. Now you can buy new from vendors like Juliano's and don't have to look through the salvage yard for the proper color or the ones that will work in your car.

third brake light

This one is like mirrors you never have enough rear lights. I have flush LED tail lights and didn't want to put the third brake light on because it spoiled the lines of the car. Well after one season of holding my breath while listening to squealing tires behind me I put on a visible third brake light. It has made driving in traffic much more enjoyable.

dual master cylinder.

The old (fruit jar) style master cylinders were good in there day but you had all of your eggs in one basket so to speak. A new dual master cylinder has two systems one for the front and one for the rear so if you get a leak in one system you still have some brakes.

Completion of the NSRA vehicle inspection warrants only that the vehicle complies with equipment requirements recommended by the National Street Rod Association. The National Street Rod Association vehicle safety inspection is only advisory and is not to be construed as an official legal clearance, and the National Street Rod Association, its employees, officers, delegates, agents, or anyone assisting the Association assumes no responsibility for this advisory clearance.

The Safety inspection needs to be done every year

I hope this has answered any questions that you may have had or cleared up any misconceptions that are out there. Remember this program is for streetrods, late models and ratrods. All should take time to have that second set of eyes look over their ride. If you would like a copy of the book we use as our NSRA safety bible just ask me or one of the inspectors when you see us. As a believer in the program I suggest that you all have your cars inspected even if you know it won't pass. It is the things that you don't know about that will cause problems or injury and a second set of eyes doesn't hurt. We are not out there to pick apart your car but to make sure it is safe. It is free and well worth our time and yours to get inspected and you never know you might get picked for ISRA street rod or custom of the year. Let us all get inspected and help bring Iowa into the #1 spot in the WC division. I have attached a list of Iowa safety team members so you can ask them to inspect your ride when you see them!

Allen Kruger, Auston Honts, Brad Johnson, Chuck Gerard, Erick Lenning, Gary Coleman, Gary West, Jerry Essex, John Vetter, Keith Smith, Kim Kunzmann, Kole Kramer, Mack Purdum, Mike Terpstra, Randy Sell, Rich Redix, Ron Spurgeon, Terry Shields, Wes McClure, Iowa State safety Rep Ding Hansen and WC Division Safety rep Gary Van Wyk

Thanks for having your rides safety inspected

Darrell (Ding) Hansen

Iowa safety Rep