

MANUAL OF 4WD MOTOR SPORT

SECTION 6 – SCRUTINEERING



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## 6 SCRUTINEERING

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### 6.1 GENERAL COMMENTS

#### 6.1.1 PURPOSE

The scrutineering process shall ensure that vehicles comply with class rules, and that each vehicle and its equipment is in a safe condition, and that all vehicles commence competition in an equal state of preparedness.

It is the intention of the event scrutineering team to check log books and have each Competitor's vehicle complete the scrutineering process successfully.

Competitors can expedite the event scrutineering process by attending at the location and time advised in the Event Supplementary Regulations.

Log books are to be kept up to date and any incident that affects the safety of the vehicle will require the driver to have the vehicle re-scrutineered.

Any modifications to the vehicle will require the vehicle to be scrutineered prior to the event and have the log book updated.

The CCDA can, at any time, call for a car to be re-scrutineered. The car shall not be raced until such time as it passes the re-scrutineering.

#### 6.1.2 CLASSES

The vehicle classifications shall be read in conjunction with Event Supplementary Regulations.

Vehicles displaying a current registration certificate issued by the relevant authority in their State, Territory or Country of origin shall be deemed to meet any requirements of these rules to be road registered.

#### 6.1.3 SAFETY

A general safety check shall be performed on all competing vehicles and shall include, but not be limited to the following specific items.

##### 6.1.3.1 DRIVING LIGHTS:

Lighting shall be in line with class regulations.

##### 6.1.3.2 WHEEL SPACERS:

In Standard, Touring, Production and Challenge Class vehicle specifications, wheel spacers are not permitted. A wheel spacer, or hub extension is any device that is fitted between the original hub and the wheel centre to change wheel offset distance.

##### 6.1.3.3 RECOVERY KIT:

The rules call for the rating of all mounted and portable recovery equipment to be equal or greater than the capacity of the winch and/or the weight of the vehicle, up to twice the vehicle weight.

##### 6.1.3.4 RECOVERY POINTS:

Recovery points constructed as a plate and a loop of steel welded to it, as fitted to Nissan and Mitsubishi vehicles, and the eyes on commercial bullbars, unless they are triple laminated and fully welded, are not permitted. Tie down points including those on monocoque body vehicles will not be accepted.

Rated towbars will be accepted as recovery points, however tow balls shall not be used for connecting recovery equipment.

Recovery points should be suitably over engineered. The rules call for recovery points to be rated at twice the vehicle mass. While recovery points may not be test loaded scrutineers will be applying the “over engineered” approach when inspecting them at scrutineering and the onus to supply proof of strength will be with the Competitor.

#### **6.1.3.5 CABLE STORAGE HORNS/PEGS:**

Cable horns or pegs that protrude in a manner that might injure or impale the winch operator should he fall against them will not be acceptable. The minimum requirements are 12mm diameter round rod/pipe with a minimum outside bend radius being 50mm.

#### **6.1.4 ROLL BARS**

Refer to the section on Rollover Protection in Section 5 of this Manual for full details. There may be a moratorium in place with new regulations coming into force so check with the Supplementary Regulations for any variations. The scrutineering team will inspect Rollover Protection thoroughly, and will evaluate compliance on an individual basis.

#### **6.1.5 FIRST AID KITS**

Competing vehicles shall carry an adequate outdoors first aid kit in or on the car at all times and it must be readily accessible.

#### **6.1.6 CRASH HELMETS**

Crash Helmets shall be in acceptable condition without deep scratches or abrasions and shall carry AS 1698 rating sticker. Helmets which have been painted, or which carry large stickers, will not be acceptable.

#### **6.1.7 TYRE SIZE**

A tyre gauge will be used to measure tyre height and width. Please make sure that your tyres fall within the specified range. In touring class, a 12.5-inch section tyre mounted on a 10-inch rim may not comply. The gauge must be able to move freely over the diameter and width of the tyre.

In events that are not on closed property wheel arch flares will be expected to cover entire tread of tyre, and it is strongly recommended that rear mudflaps also cover the entire tread width to protect following competitors from track debris. On vehicles with short rear overhang, rear mudflaps should be positioned so that their bottom edge is at or below a line drawn at 45 degrees from the point of tyre contact with road.

#### **6.1.8 SUPPLEMENTARY FUEL STORAGE**

Fuel containers (other than tanks) shall be of an approved type.

Auxiliary tanks will be inspected for safety. Custom built tanks shall be manufactured and supported to similar standards as those of the recognised after-market tank manufacturers.

#### **6.1.9 INTERIOR ACCESSORIES**

Any vehicle equipped with SRS airbags shall not have any accessories (GPS, map lights, etc.) located in such a position that it may cause the accessory to be caught between the SRS airbag and the driver or passenger.

The rule pertaining to Video camera mounting will not apply to cab chassis type vehicles; however, any camera shall be mounted so as to minimise the possibility of bodily contact in the event of a rollover or collision.

#### **6.1.10 ROOF RACKS**

A roof rack could constitute a danger in the event of a rollover. They also add considerably to the height of the centre of gravity. Please be aware of these dangers if considering the use of a rack.

#### **6.1.11 LOOSE ITEMS IN VEHICLE CABINS**

Any loose items other than soft recovery straps will not be acceptable in the driver/co-driver compartment.

#### **6.1.12 READY TO START CONDITION**

The scrutineering team shall check ALL items. It is the CREWS RESPONSIBILITY to rectify any transgressions and seek final scrutineering approval prior to commencement of the event.

Vehicle, all relevant documentation, and all compulsory equipment shall be present at event scrutineering. Recovery equipment, spares, tools, personal gear, garbage bags, water and other nominated items in the supplementary regulations shall all be securely stored but available for inspection.

#### **6.1.13 UNACCEPTABLE EQUIPMENT**

Equipment may be rejected because of its particular construction and its potential to fail.

For example a snatch block that has a relatively shallow machined groove for the cable, a flat area each side of the groove, and excessive clearance between the sheave and cheek plates could cause the cable to ride out of the groove (via the flat area), jam between the sheave and one cheek plate, and force the retaining circlip to shear. This has been observed to cause the cheek plate to separate from the axle, risking pieces of the mechanism to be ejected with considerable force.

Recovery equipment must carry the appropriate rating

#### **6.1.14 CLASS COMPLIANCE COMMENTS**

Please read the class rules very carefully. If you have any doubt as to the compliance of your vehicle, contact the Chief Scrutineer or the Event Organiser.

#### **6.1.15 SCRUTINEERING PENALTIES**

Any vehicle that fails the event scrutineering shall not compete until all transgressions are rectified and final scrutineering approval has been given.

Any team which fails to turn up to scrutineering prior to the cut off of the allocated time period shall not take part in the event at the discretion of the Event Organiser