

BIENNIAL VEHICLE INSPECTION

The Commission has received a number of questions in relation to the Biennial Vehicle Inspection so we have decided the best way to respond to these questions is to provide you all with a written response. If there are still any unanswered questions after reading the following document please contact the Commission via your State Panel, at offroad@cams.com.au or contact your State Commissioner by email so we can respond to your question as soon as possible.

The Biennial Vehicle Inspection form and Preamble can be found at http://www.cams.com.au/Forms/Miscellaneous_Forms.aspx

1. Cars to be stripped, does this mean fuel tanks, seats, to be removed?
No, fuel tanks etc do not have to come out, you can turn up just with the panels and floor removed or you can remove these at the venue, Floor mountings, seat and seat belt mounts, and Fuel tanks are all subject to the inspection also. Chassis inspections are only part of this inspection.
2. Cars with floors welded to the chassis rail, do they have to be removed?
If floor is welded on, it is part of the structural part of the car and if it has rust or cracks it will have to be fixed or replaced, as will happen with the rest of the frame.
3. How is this going to be policed, someone might have a friend as a scrutineer and get it signed off without presenting the vehicle?
*As for policing this inspection, this argument could be at any event across Australia at any scrutineering, if a scrutineer is prepared to sign off on something.
It's just the same as pre rego check on a car if you have a mate game enough to sign the paper's the car is legal to drive on the road. However if they are caught they could risk their licence and both the Scrutineer and the vehicle owner could face a penalty and have the matter referred to the Disciplinary Tribunal.*
4. Stress on chrome moly is greater compared to steel.
This is not relevant to this inspection, ALL vehicles competing in Off Road Racing in Australia will be inspected during 2011 or 2012, depending on when the vehicle was first log booked. Each vehicle is passed based in its own merits regardless of whether it's built of Chrome moly or steel.
5. Hoists and pits; some of these cars are going to be too wide for the hoists, and most places that will be venues for this Scrutineering day, will only have hoists. What are Clubs expected to do if they cannot get access to hoists or pits or vehicles do not fit?
If a venue with a hoist or a pit is not available for the inspections, Application may be made in extenuating circumstances to the relevant State Off Road Off Road Panel as to the suitability of alternative venue or equipment requirements.

Please ensure that the scrutineers undertaking the inspections are made aware and at the very least having a creeper available for their use of assistances.

6. Would a silver scrutineer not involved with Off Road be allowed to do this inspection if one was available in an area far removed from the Club/Association Scrutineering Venue?

Any CAMS silver scrutineer can inspect the vehicle car or his nominated representative, however he or she must sign off on it. Alternately prior approval from the relevant State Panel for an alternate Scrutineer may be provided if no Silver Scrutineer is available.

7. In Off Road we rely on the generosity of businesses to allow us to use their premises, and most of those are business owners related in some way to the sport. We are now going to have these business and our volunteer officials give up more of their personnel time to do these inspections?

And we thank these businesses, for allowing the use of their premises for all scrutineering events, This Biennial Vehicle Inspection will add one or two additional events at their workshops each year and yes extra work on these days for Scrutineers, however the Commissions is committed to working towards improved safety for all involved in our discipline of motorsport and sees this as a necessary requirement in improving safety in our sport.

8. How can you check for fatigue and corrosion visually, what can you see under layers of paint or are owners expected to get their cars sand blasted?

No scrutineer is an engineer or metal specialist we are only checking for obvious signs of rust or cracks in the frame; and the inspection of the frame is only part of the overall required inspection.

9. Liability Coverage, will the scrutineer will be covered if a death or serious injury occurs, if the coroner determines the cause of the accident was the result of faulty welding, which wasn't picked up at Scrutineering.

Liability still rests with the owner of the car we are only doing a more comprehensive safety check than can be done at event safety check.

The biennial Vehicle inspection is covered under the CAMS Insurance, as is any other Scrutineering event. The club just needs to sign on all those who are involved.

10. If a vehicle fails it's first inspect is this required to be noted in their log book?

No, If something is not passed by the Scrutineer it will not be noted in the log book, it would only be noted on the inspection check sheet. You would then be required to represent the vehicle to the scrutineer to have the failed item rechecked. Once it passed the inspection, the form will be updated and the log book signed off at this point.

Until the Log book is signed of you will not be able to compete at any Off Road Event.

*Sue Zettl
NSW Commissioner
AORCom*