

## BOONAH SHOW DEMOLITION DERBY

### RULES AND SPECIFICATIONS

Enquiries:- Peter Parker 0468 679 740

### BOONAH SHOW SOCIETY RULES:

1. The Boonah Show Society reserves the right to accept/refuse entry by any person.
2. Entry fee for the derby is \$25.00 per vehicle due 1 week prior to the show. **No Entries will be taken after 4p.m on Friday before the Show. Driver & Pit crew/passengers to pay Gate admission.**
3. Each derby car is to have a licensed driver of at least 18 years of age.
4. There will be a target in the centre of the derby ring. The first car to hit it receives \$100.00.
5. The driver and passenger must all sign the entry form and enclosed disclaimer. If there are any late changes of driver or **passenger** after the entry form has been lodged, these will have to be recorded on the entry form. Contact Boonah Show Society on 07 5463 1124. **Cars must be race ready.**
6. Cars must be at the showgrounds, in parking area in the **Assembly Area, between 12 noon and 4.00pm** for scrutineering. **Any vehicle arriving after 4 p.m will not be accepted.**
7. Briefing at 5.00pm in marshalling yard, all drivers must attend.
8. **Each competitor must supply 5 car tyres. They must be collected after the event.**
9. Drivers and crew must not be under the influence of alcohol or drugs and will be subject to breath test and disqualification from the derby. NOTE: THIS RULE WILL BE STRICTLY ENFORCED.
10. It is compulsory for all competitors to supply one team member after the event for an emu parade of the centre ring.
11. Cars must vacate the centre ring on Saturday night and be put off the grounds by 8.00am Sunday.
12. The Show Society reserves the right to accept/refuse an entry. Any vehicle deemed to be unsafe, drivers, or other competitors may be disqualified at scrutineering or during the event.
13. A spotlight will be used to disqualify drivers (see derby control).
14. Helmets with visors or goggles, long sleeve shirts, long trousers and proper shoes must be worn by all drivers. No nylon clothing, including underwear (nylon will melt to skin in the event of a fire).
15. Only driver and one helper per car will be allowed in centre ring until after derby. Ring passes must be carried at all times.
16. You must be trying to hit cars at all times. No going outside the ring of tyres. Disqualification will be at judges discretion.
17. You must remain in your vehicle until the derby is completed unless instructed otherwise by control car.
18. Only low and reverse gears to be used.
19. Seat belt to be on and tight for the entire derby (no inertia reels - see vehicle modifications)
20. Strictly no ramming into drivers door, offenders will be disqualified.
21. Vehicles stopped for longer than 45 seconds may be disqualified from winning.
22. Flags on cars will be used to indicate active vehicles.
23. When your car is ineffective, stay in your vehicle and pull flag down You must pull your flag down if your car has been stationary for more than 45 seconds. No competing with flag down. No hitting cars with their flag down
24. Winning cars will be rechecked by scrutineers and can still be disqualified after the event.
25. No body parts are to be outside cars during derby. I.E. arms if you have a habit of driving with your arm on or outside the windowsill you must ensure you take precautions so you cannot accidentally do this, because accidents do happen and drivers doors do get hit. You

could weld mesh across the lower 100 mm of the drivers window with a piece of 8mm rod welded to the top of the mesh to avoid sharp edges.

26. Injuries If at any stage of the derby you notice someone injured in a car please go directly to the nearest control car and notify them. (You will not be penalised for leaving the ring).
27. The derby is controlled by a CONTROL CAR. It is located outside the competition area. Note it's location and frequently check to see which coloured light is on and whether it is flashing, this will indicate whether you are to compete or not.
28. **DERBY CONTROL**  
Control car will start the derby.  
AMBER LIGHT:- get ready (approx 5 seconds to start)  
GREEN LIGHTS:- start (will stay on while derby is active)  
RED LIGHTS:- stop immediately  
3AMBER LIGHTS:- slow down & look for danger, do not compete
29. A spotlight will be used to disqualify drivers. If it is flashed into your car, this is a warning. If you get this warning you need to be more careful or do more hitting. When shone for a length of time at your car you are disqualified. Stop competing or report to the control car. Do not argue with officials.
30. Most carbie fires etc will burn themselves out in a short time. Control car will not attend these unless driver is in danger.
31. If rollover occurs, control car will come into derby with 3 amber lights flashing, to assist driver. Flag is to be **pulled down**.
32. Dogging is a term used for "people" who in an attempt to win by doing very little hitting (or none). While the derby is a competition it is also entertainment, watching someone dogging is not entertaining. You are there to compete and have fun, so hit as many cars as you can. Remember "Most Spectacular" is often judged by the car that did the most hits. You must be trying to hit other cars at all times. The judges reserve the right to warn (FLASH OF SPOT LIGHT), then if it continues, DISQUALIFY A DOGGER.

## **Q.C.A.S DEMOLITION DERBY RULES**

### **VEHICLE SPECIFICATIONS:**

#### **QUEENSLAND SHOWS - MAIN / LADIES DEMOLITION DERBY CAR PREPARATION RULES**

The rules and specifications listed here are to be read and abided by in a sportsperson-like manner. Failure to do so may result in the driver/car being excluded from the event. Any misinterpretation or misrepresentation of the rules to gain a competitive advantage be it accidental or deliberate may result in disqualification of the driver and car. If you are in doubt - please ask!

- All GLASS, interior and exterior door handles, mirrors, locks, badges, grilles, chrome strips, alloy mouldings and surrounds, plastic mouldings etc are to be removed. (This means anything which may be dislodged and become a projectile). Under-body brackets (eg exhaust brackets) are also to be removed.
- All unnecessary FLAMMABLE MATERIAL is to be removed, eg hood and door linings, any plastic or rubber.
- FUEL TANK: Only approved fuel tanks are to be used (1 tank per car) [see pg 5 for diagram] Fuel tank must be securely mounted with 4 bolts (not teck screws) on a sound part of the floor. Tanks are to be 800mm or more from the rear of car, and are to be covered with a leak and flame-proof 20L metal tin which will hold any spilt fuel in the event of a rollover. Cover tin must be securely held at 4 points with non-flammable material eg wire, chain, right angle brackets etc.
- FUEL LINE is to be no longer or larger in diameter than original fuel line. The only fuel filter to be fitted is to be no larger than a plastic Ryco Z14KA or equivalent. Screw-up hose clamps must be used on all hose connections. Fuel filter must be located between the tank

and pump. If located in cab, it must be under tank cover. Avoid unnecessary connections in fuel line. Only lead-replacement fuel or unleaded fuel to be used.

- FUEL INJECTED CARS: Fuel pump must be located with the tank under the safety drum.
- Original fuel tank must be removed completely or have a hole of at least 25mm (1") in diameter punched into it at lowest point in bottom of fuel tank. Do not try to cut a hole in a tank with a grinder, oxy or any device that may create a spark, even if it is empty.
- HOSES, ELECTRICAL WIRING and FUEL LINES may be re-routed in the engine bay. Re-routing of the fuel line must not increase the overall length of the fuel line. When rewiring ignition, starter etc use a grommet when passing wires through steel panels (they may rub through and cause an electrical fire otherwise). Keep electrical wiring and fuel lines at least 150mm apart. Re-routing of cooling system hoses must not increase the volume of water in the cooling system.
- IGNITION or kill switch and starter switch must be able to be reached by both driver and passenger without undoing or slipping out of seat belt. Switches **MUST** be used. Twisting wires together to start/stop is not acceptable.
- BATTERY to be securely mounted with metal bracket (plastic holders are not acceptable) on top of battery with at least two 8mm (5/16") bolts through bracket and car floor with adequate washers under floor, or attached to a substantial base frame which is mounted to floor with adequate washers. If battery is mounted inside cabin, an acid-proof cover must be effectively fitted. If using a rubber inner tube, cut holes so they seal around the battery terminals, or seal the holes with silicon. Passengers will not be allowed if battery is fitted on the front floor. Do not mount the battery on the tunnel or on the same side of car as fuel tank. Leave a gap of at least 150mm between battery and tank. One 12 volt battery only allowed.
- SEAT BELTS: 3 point or better for driver and passenger. Must be bolted in, **not welded**. Belts to be in good condition (no burn marks or fraying). Inertia reels are **not** acceptable.
- All cars to have a minimum 75x50x3mm (3"x2") RHS or equivalent steel beam across each front door to protect the driver and passengers' legs and hips. The beam should follow the line of your leg from hip to knee when seated. These beams are to be secured to the door pillars (front and rear) using at least one ½" bolt at each end. The bolts should pass through the beam and door pillar but are not to extend beyond the surface of the door skin. You may also weld the beams to door pillars, but they still do need to be bolted (see Diagram 1, pg 5)
- If you wish to fit the optional side intrusion bar (minimum size 50x50x3mm or equivalent) as illustrated in Diagram 2, pg 5, the pillar bolts mentioned above are not required.
- Pipe is to be welded between the left and right beams (one behind the seat and one across the dash). The pipe is to be butted up against the centre of the vertical face of the ends of each beam. The pipe is to be a minimum of 40mm (1½") nominal bore black steel 3mm wall thickness (gal water pipe will not be accepted). In addition a steel plate of at least 4mm thickness and approx 600x400mm is to be located between the 75x50mm beam and the door for both driver and passenger (if applicable) to add further protection to the legs and hips.
- A 40mm (1½") or larger NB Black steel pipe is to be welded between the door pillars near the top of the seat to support the rear of the seat and to help prevent the pillars from collapsing. If the seating position prevents you from welding the pipe directly to the door pillars, a piece of 50x6mm flat steel should be welded to the ends of the pipe and run forward to the pillars.
- Passenger must have a securely mounted GRAB HANDLE (min 15mm outside diameter). Be aware of the height of your passenger when fitting grab handle. Light walled conjute is not acceptable.

- BRAKES: Minimum of two wheel lockup.
- SPARE TYRE is to be removed. If the car was fitted with an under-car carrier, this must also be removed.
- TOW BARS to be removed.
- GEARSHIFT to be operated by hand from driver's seat without undoing or slipping out of seatbelt. Holes cut in floor for gearshift must not exceed 250mm x 120mm.
- ACCELERATOR must be operated by the driver's right foot. A hand-operated back up or extra accelerator is allowed.
- DOORS and BOOT / TAILGATE must be in place for any ute. Can be welded externally to the mudguards, the sill and to the roof, or securely tied shut with chain [6mm diameter links]. If the car has an externally exposed centre door pillar, the rear of the front door may be welded to it and the front of the rear door. If rod is used to fill gap, it must not be more than 4mm or 3/16 in diameter. The hoops that hold up the roof lining are ideal for this and cost nothing. If doors / boot / tailgate have less than 1 metre of welding per opening, they must also be securely tied shut with chain through door handle holes [6mm diameter links] and appropriate D shackles.
- BONNETS are not to have any holes except for hold-down points. Original hinges are to be used and must have all bolts. A maximum of 4 x bolts / pins are allowed in total and are to be a maximum diameter of 16mm and maximum length of 300mm. All washers to be a maximum 100mm x 100mm x 4mm. Bonnets may be tied with 2 x 6mm chains and D shackles as an optional extra or instead of bolts / pins.
- BONNET INTRUSION BARS are now compulsory [unless windscreen has full mesh], regardless of whether bonnet is front/rear hinged. Weld 2 x 10mm rods from the firewall to roof, to protect against bonnet coming through between windscreen pillars. MESH may be fitted securely to front door windows or windscreen. However you must still be able to exit the front of the car, so don't do both. MESH on doors to be placed inside door cavity and zip-tied in with good quality 5mm zip ties.

#### **Car Body:**

- NO FULL CHASSIS CARS
- RUST: Cars with excessive driver / passenger compartment rust may be judged by the scrutineers to be unsafe and may be excluded. Any MODIFICATION considered necessary to a car with excessive rust, or one which has been in a previous derby must be pre-approved by a scrutineer. Only if and when modification is approved should work be commenced. Modifications must be carried out strictly in line with scrutineers' recommendations and shall in no way reinforce the car. These must be noted on entry form and pointed out at scrutineering.
- MUDGUARDS are to be standard (not to be cut away unless car has been in a previous derby and approved by scrutineer). No welding or cutting to gain a competitive advantage.
- Cutting of any BODY PANELS including sub-frame is prohibited.
- BUMPER BARS are to be in the original position and are to be identical to the original bars. No steel bars in place of plastic. Only original mounts are to be used. Welding of bumpers is limited to 150mm at each end (top and bottom). If you are running a plastic bumper, paint your number on it and make sure you take it home.
- SPRING LEAVES: Excessively protruding spring leaves on cars that have competed in previous derbies must be cut off. The ends of original spring clamps may be welded together.

- **REAR SUSPENSION:** All cars must meet a common height of 300mm from flat ground to bottom of sill at the points closest to each wheel. We will be using a standardized measuring tool to ensure cars are not excessively high. If you choose to insert pipe to raise rear suspension the pipe must be securely welded and tied to vehicle with chain as a back-up in the event of a weld breaking. If the scrutineer feels any modification to rear suspension is unsafe, or car is excessively high the car will not be allowed to compete. For this reason, modifications are allowed, but strongly discouraged. This applies to fresh AND second hand cars.
- No **BODY FILLER (bog)**. All welds must be visible.

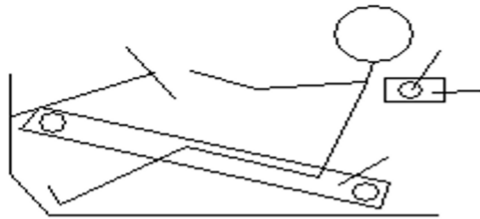
#### **Engine Bay and Drive Line:**

- **Radiator** to be standard car type and to be mounted in approximately the original position. Original heater in heater box must be disconnected. If heater is removed, hole must be covered with sheet metal maximum 1.6mm thick. No other radiator type devices are to be fitted. Radiators are to be filled with water only. No additives, unless stop-leak is required, in which case you must consult a scrutineer for approval.
- **FAN** can be removed and a 125x125mm square of metal (1.6mm or less) may be attached to the radiator in front of the fan pulley.
- **MOTOR.** Motor may be swapped with an identical size / model as per original production. Any other changes must be done with prior written request of Chief Scrutineer. This ruling may enable you to change a fuel-injected motor for a carburetted motor of similar capacity.
- No **DIESEL** engines.
- **ENGINE and GEARBOX** mounts: Rubber mounts may be replaced with steel or chain.
- **CLUTCH** linkages may be changed to cable or hydraulic systems.
- **DIFF** centre may be welded or locked, but housing must not be welded to subframe via spacers.
- Devices designed to create smoke will not be allowed. Excessively smoky cars may be excluded.

#### **Wheels and Tyres:**

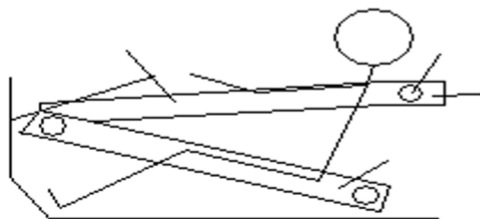
- **WHEEL WEIGHTS** are to be removed.
- **RIMS** are to be manufacturers' diameter for that make and model. Mag wheels can be replaced with same-sized steel rims.
- **TYRES** can be changed.
- **ROLLBAR** or rollcage is optional, however it may only be made using black steel and must not protrude more than 300mm past the back of driver's seat or forward of the inside of the firewall.
- **SEATS** may be changed, but must be mounted securely.
- **PADDING** is allowed and encouraged.
- **FIRE EXTINGUISHERS** are allowed, but must be securely mounted with a steel bracket.
- Cars must be clean internally (no rubbish inside).

Below are the diagrams of the layout of the required bar work. This bar work is designed to reduce your chances of injury in case of side impact. As the diagrams indicate, the 75x50mm RHS is to run in line with your upper leg.



40mm NB 3mm (or stronger wall pipe)  
 Plate to secure pipe to door  
 75x50x3mm (or stronger RHS)

DIAGRAM



40mm NB 3mm (or stronger wall pipe)  
 Optional side intrusion bar (parallel to door sill)  
 75x50x3mm (or stronger) RHS

DIAGRAM

### Terms and Abbreviations Used:

NB	Stands for Nominal Bore and is an approximate inside diameter. For example, 40mm NB pipe is at least 40mm inside and usually 50mm outside.
MILD STEEL	Refers to a low carbon grade of steel that is easy to cut and weld.
BLACK STEEL	Refers to untreated mild steel (it may be painted, but must not be galvanised)
RHS	Refers to Rolled Hollow Section and indicates how it was formed (also called Rectangular Hollow Section)
GAL	Refers to galvanised steel and while it is of similar strength to mild steel it requires advanced welding skills. It can appear to be welded correctly, but is often only a surface weld with no strength.

**FUEL TANK:** Made from 150mm internal diameter exhaust or auger tubing. 230mm high. Base plate 250mm x 250mm, made from 2mm thick plate. Hole drilled in each corner. Top made from 2mm thick plate. Filler Cap: ¾ inch male threaded pipe (60mm long), to take female cap. Breather tube to come out of filler pipe and to either wrap around or go up and down tank to prevent siphoning. Suction pipe to exit top of tank. No delivery pipes to be fitted to bottom of tank.

**BOONAH SHOW SOCIETY INC**

**BOONAH SHOW DEMOLITION DERBY**

**ENTRY FORM**

Entry forms to be in by 1 week before show

Please complete this form and return it together with your fees of \$25 (Inc GST) to Boonah Show Society, P.O. Box 1, Boonah 4310.

(PLEASE USE BLOCK LETTERS)

DRIVERS NAME .....

ADDRESS.....

PHONE .....

EMAIL.....

**PASSENGER**

NAMES .....

**VEHICLE PARTICULARS**

MAKE ..... MODEL .....

SPONSORS NAME (if any) .....

We, the undersigned, hereby agree to indemnify and keep indemnified the Boonah Show Society Inc its stewards, officials, servants and agents from all actions, suits, claims, damages or other expenses whatsoever arising out of or relating directly or indirectly to or from the use of the Boonah Showgrounds for the purpose of practice and/or competitive driving and all its associated activities. We hereby expressly agree that this indemnity shall extend to any negligence or alleged negligence on the part of the Boonah Show Society its stewards, officials, servants or agents for damages, for negligence arising out of or relating to or from the use of the Boonah Showgrounds for the purpose of practice and/or competition driving and all associated activities.

We declare that we have read, understood and agree to abide by the rules and specifications.

DATED THIS .....DAY OF .....20

DRIVERS SIGNATURE .....

PASSENGER SIGNATURE.....

**A signed Event Waiver form must be supplied for both Driver & Passenger.**