



155<sup>th</sup> Heritage Bank  
Toowoomba Royal Show  
28<sup>th</sup> - 30<sup>th</sup> March 2019

# Demolition Derby

# 2019

Saturday 30<sup>th</sup> March

Showing the Downs Since 1860

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## ROYAL AGRICULTURAL SOCIETY OF QUEENSLAND

### DEMOLITION DERBY

**PRIZE MONEY:** 1<sup>ST</sup> \$600.00; 2<sup>ND</sup> \$300.00; 3<sup>RD</sup> \$200.00

### **RULES AND SPECIFICATIONS**

Enquiries: 07 4634 7400 or 0427 989 867

THESE RULES AND REGULATIONS MUST BE FOLLOWED. FAILURE TO ABIDE BY THEM WILL RESULT IN EXCLUSION FROM THE EVENT.

#### **DERBY RULES**

- The Royal Agricultural Society of Queensland reserves the right to accept/refuse an entry.
- Entry fee for the Derby is \$35.00 per vehicle. This entitles the driver to one 1-day admission pass for the Show and the passenger to one 1-day admission pass for the Show (if required). Pit crew will have to pay admission.
- Each derby car must supply a **Flag, Stiff Material** (white or silver).
- The driver and passenger (if applicable) must be 18 years of age or older.
- The driver, passenger and any pit crew must all sign the entry form. If there are any changes to driver, passenger or pit crew after the entry form has been lodged, these will have to be recorded on the entry form. Contact the Show Society Office.
- Cars must be at the showgrounds in the parking area east of the main arena, through Gate 4 between 5pm and 6pm for the car to be checked.
- Briefing at 7pm in the marshalling yard. All drivers and passengers must attend.
- Any evidence of driver, passenger or crew partaking of alcohol or drugs within six hours of start of the derby will result in driver, passenger and car being disqualified from the derby.
- Any vehicle deemed to be unsafe for drivers, passengers or other competitors may be disqualified at car check or during the event.
- A spotlight will be used to disqualify drivers (see Derby Control).
- Helmets, long sleeve shirts, long trousers and proper shoes must be worn by drivers and passengers. No nylon clothing, including underwear (nylon will melt and stick to the skin).
- Only driver and passenger (if applicable) will be allowed in centre ring until after the derby. One helper per car will be allowed in centre ring until the start of the derby.
- No going outside of the grassed area.
- You must be trying to hit cars at all times.
- You must remain in your vehicle until the derby is complete or until told otherwise by the control car.
- Low and reverse gears only to be used.
- Seat belts to be on and tight throughout the derby (no inertia reels – see vehicle modifications)
- No intentional ramming into driver or passengers' doors. Offenders will be disqualified from winning.
- Flags on cars will be used to indicate active vehicles.
- When your care is ineffective, stay in your vehicle and pull down your flag. You must pull down your flag if your car has been stationary for more than 45 seconds. No competing with flag down. No hitting of cars which have flag down.
- Winning cars will be rechecked and can be disqualified.
- Cars must vacate the centre ring on Saturday night and be out of the grounds by 11pm.

## **DERBY CONTROL**

- Control car will start the derby  
GREEN LIGHTS – ON – START  
KEEP COMPETING
- During derby:  
RED FLASHING LIGHT – STOP IMMEDIATELY  
AMBER FLASHING LIGHT – SLOW DOWN AND  
LOOK FOR DANGER, DO NOT COMPETE
- A spotlight will be used to disqualify drivers. If it is flashed into your vehicle, this is a warning, i.e. be more careful and do more hitting. When shone at length into your car, stop competing and report to the control car. Do not argue with officials.
- Most carbie fires, etc. will burn themselves out in a short time. Control car will not attend unless driver or passenger is in danger.
- If a rollover occurs the control car will come into the derby with the red lights flashing to assist driver and passenger. Flag is to be pulled down on rollover car.

## **VEHICLE SPECIFICATIONS**

- The only allowable modifications to the car are those listed in these specifications. If specifications differ from this sheet, the entry will be disqualified.
- For any modifications for safety, or other than listed, see scrutineer before handing in entry.

## **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 tank design 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.
- 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 1/2" 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 8)
- **Vehicles are not permitted to be fully seam welded**
- 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 (1 1/2") 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 (1 1/2") 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 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.

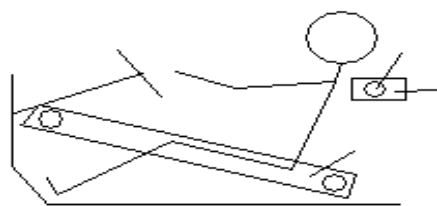
## Car Body:

- 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.
- 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.

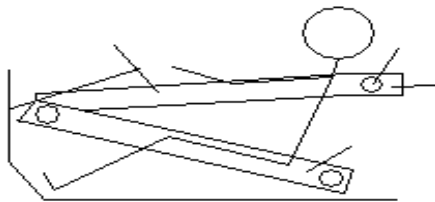


40mm NB 3mm (or stronger wall pipe

DIAGRAM 1

Plate to secure pipe to door pillar

75x50x3mm (or stronger RHS)



40mm NB 3mm (or stronger wall pipe

DIAGRAM 2

Optional side intrusion bar (parallel to door sill)

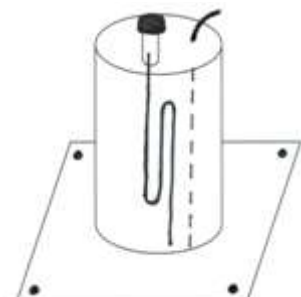
75x50x3mm (or stronger) RHS

## 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:  $\frac{3}{4}$  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.







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ROYAL AGRICULTURAL SOCIETY OF QUEENSLAND  
DEMOLITION DERBY

**ENTRY FORM 2019** – Saturday 30<sup>th</sup> March

**Entry forms to be received by 5pm – WEDNESDAY 27<sup>th</sup> March**

Please complete this form and return it with your **\$35.00** Entry Fee to:

Show Society Office  
Toowoomba Showgrounds  
P O Box 18099, Clifford Gardens,  
TOOWOOMBA QLD 4350  
OR online ([www.showdayonline.com](http://www.showdayonline.com))

If you have any queries please contact the Show Office on 07 4634 7400 or 0427 989 867.

**All vehicles to report for pre inspection between 5.00pm and 6.00pm in the Main Arena marshalling area. Entry via Gate 4 on Harvey Road. Driver’s meeting at 7:00pm.**

BLOCK LETTERS PLEASE:

DRIVER’S NAME:.....

ADDRESS:.....

.....POSTCODE:.....

PASSENGER’S NAME (if applicable).....

PIT CREW NAMES.....

.....

.....

MAKE OF CAR.....MODEL.....

SPONSOR’S NAME (if any).....

I acknowledge that I have read this form or that it has been explained to me. I fully understand its terms and that I have given up substantial rights by signing it. I have signed the document freely and voluntarily without any inducement made to me and intend my signature to be a complete and unconditional release of all liability to the greatest extent allowed by law.

Driver’s Signature.....Date.....

Passenger’s Signature.....

Pit Crew Signature/s.....

OFFICE USE – DATE REC’D.....PASSES GIVEN/POSTED.....
--

## Waiver, Release and Acknowledgement Form

In this Waiver, Release and Acknowledgement Form 'the Society' means and includes:

- a) All affiliated entities
- b) Servants or agents of the Society and/or all affiliated entities
- c) Employees of the Society and/or all affiliated entities
- d) Members of the Society and/or all affiliated entities
- e) Volunteers of the Society and/or all affiliated entities

By participating in the Event:

- 1) I acknowledge that it is a condition of participating in the Event that I do so at my own risk. I accept all risks and release the Royal Agricultural Society of Queensland, and any person or body directly or indirectly associated with the Event from all claims, demands and proceedings arising out of or connected with my participation in the Event and indemnify them against all liability for all injury, loss or damage to myself or my property arising out of or connected with my participation in the Event. This release continues forever and binds all of my heirs, successors, executors, personal representatives and assigns.
- 2) I acknowledge that it is a condition of participating in the Event that the Society and any person or body directly or indirectly associated with the Event are absolved from all liability, arising from injury or damage to myself or my property, howsoever caused, arising out of participation in the Event whatsoever, whether due to any negligent act, breach of duty, default and/or omission on the part of the Society and any person or body directly or indirectly associated with the Event, or otherwise.
- 3) I acknowledge that any person participating in the Event is only allowed to do so on the distinct understanding that they do so at their risk.
- 4) I acknowledge that participating in the Event may involve a real risk of serious injury or even death from various causes. I accept all risks necessarily flowing from participating in the Event.
- 5) I acknowledge that the Society relies on the information provided by me and state that all such information is accurate and complete.
- 6) I acknowledge the difficulties of participating in the Event and warrant that I am physically fit to participate in the Event and that I have not been advised otherwise by a qualified medical practitioner. I acknowledge that I must disclose any pre-existing medical or other condition that may affect the risk that either myself, or any other person will suffer injury, loss or damage.
- 7) I acknowledge it is a condition of participating in the Event that I follow the instructions of the Society and any person directly or indirectly associated with the Event at all times. I indemnify and keep indemnified the Society and any person or body directly or indirectly associated with the Event from all claims, demands and proceedings arising out of or connected with a failure by me to comply with rules and/or directions given to me by the Society and any person or body directly or indirectly associated with the Event.
- 8) I indemnify and keep indemnified the Society and any person or body directly or indirectly associated with the Event against all claims made by any other person for injury or damage, howsoever caused, arising out of participation in the Event, whether due to any negligent act, breach of duty, default and/or omission on the part of the Society and any person or body directly or indirectly associated with the Event, or otherwise.
- 9) I acknowledge that I am over the age of 18 & have a current drivers licence
- 10) I acknowledge that I may be tested for alcohol or drugs and that if either substance is confirmed I will be disqualified from the event.

Signature.....Date.....  
Full name.....