

## DERBY - RULES AND REGULATIONS

ALL COMPETITORS MUST ABIDE BY THESE RULES AND REGULATIONS FAILURE TO ABIDE BY THESE RULES WILL RESULT IN EXCLUSION FROM THE EVENT

Please be aware that you, upon entering the Showgrounds, must follow all directives supported by legislation, including the WHS ACT and Regulations, COVID 19 Emergency Response ACT 2020 and all QCAS Member Societies and Sub Chambers.

The **Keith and Tintinara District Show Society** reserves the right to accept/refuse an entry.

ENTRY FEE for the Derby is **\$50.00** per vehicle. This entitles the driver to one 1-day admission pass for the Show. Entry fee to be paid at the gate on arrival and driver must have a entry wristband for proof of payment.

Entry into the event will be at the **DENSLEY ROAD** entrance and competitors will be directed to the Pit area from there. This is a public gate so be mindful of pedestrian traffic.

Pit Crew will have to pay admission to the Show.

All drivers must be 17 years or over and hold a current driver's licence – P Plate minimum. Parent or legal Guardian must complete and sign the waiver for all participants under 18 years.

All drivers enter at their own risk and must read, understand, and sign the appropriate Show Wavier Form. This is to be signed before the commencement of the race and witnessed by a member of the Show Committee. Drivers should present themselves to the scrutineering area, between **7.00am and 10.00am at the latest** on the day of the event to sign the documentation and get any updates.

Cars will be scrutinised on the day of the event in the scrutineering area between **10.30am and 11.30am**. Failure to comply with the rules and regulations of the event may result in disqualification. All Drivers and Pit Crew MUST attend.

## THE VEHICLES

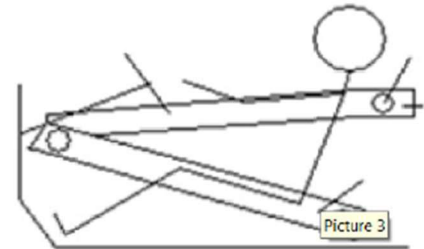
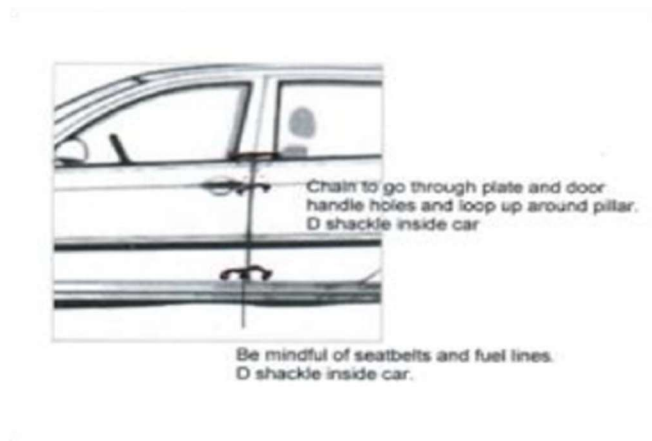
1. The rules and specifications listed here are to be read and abided by in a sportsperson-like manner. Failure to do so may result in the driver/car being excluded from the event. Any misinterpretation or misrepresentation of the rules to gain a competitive advantage be it accidental or deliberate may result in disqualification of the driver and car. If you are in doubt - please ask. ALL DECISIONS MADE BY THE STEWARD AND SCRUTINEERS ARE FINAL IN ALL MATTERS.
2. All cars must be of average sedan size. Station Wagons, Utes and panel vans are permitted to compete. Special dispensation to allow V8's should be sought by the insurer. However, four wheels drives and full chassis vehicles are NOT permitted in the competition. All-wheel drive vehicles should have the four-wheel drive disconnected to make the vehicle a two-wheel drive.

3. 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 the suspension is unsafe or modified to gain a competitive advantage 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.
4. Scrutineers have the authority to inspect all competing vehicles and enforce rules and regulations.
5. No driver or Pit Crew under the influence of alcohol or drugs will be allowed to compete. Random Drug and alcohol testing may occur prior to the commencement of the event.
6. No passengers are allowed to travel in the vehicle.
7. Any vehicle deemed to be unsafe for Drivers or other competitors may be disqualified at car check or during the event.
8. No changes to Driver, after the entry form has been lodged, are allowed.
9. Cars must be at the showgrounds in allocating parking area, between XX.XX pm and XX.X pm for car check.
10. Bar work - All cars to have a minimum 75 x 50 x 3mm (3' x 2') RHS or equivalent steel beam across each front door to protect the driver 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) via welds.

All cars must have the following triangle side intrusion bar (minimum size 50 x 50 x 3mm or equivalent) formation. Contact steward for diagram if unsure. The required bar work is designed to reduce your chances of injury in case of side impact.

- 40mm NB 3mm (or stronger wall pipe)
- Plate to secure pipe to door pillar
- Side intrusion bar (parallel to door still)

- 75x50x3mm (or stronger) RHS



11. 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 5mm thickness and approx. (minimum of) 600 x 400mm (preferred pillar to pillar) is to be located between the 75x50mm beam and the door for both driver; (if applicable) to add further protection to the legs and hips.
12. 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 help prevent the pillar 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.
13. Doors and boot / tailgate: Can be welded externally to the mudguards, the sill and to the roof, are securely tied shut with chain (6mm diameter links). If the car has an externally exposed centre door pillar, the rear of the front door maybe 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 has less than 1 metre of welding per opening, the must also be securely tied shut with chain through door handle holes (6mm diameter links) and appropriate D shackles. UTES AND PANEL vans built must have tailgates / rear doors and there is to be no cutting of the rear Ute or van floor to aid in crumpling.
14. All glass, interior and exterior door handles, mirrors, locks, badgers, grilles, chrome strips, alloy mouldings and surrounds, plastic mouldings, airbags (seek professional advice) etc are to be removed. This means anything which may be dislodged and become a projectile. Underbody brackets (e.g. exhaust brackets) are also to be removed.
15. All doors, bonnets and boots must be strapped or chained. Strapping to be welded using 1" x 1/4" metal strapping or chains to be chained closed.

16. Helmets - All helmets must be full face crash helmets, meet AS1698 Standard and in good condition. Helmets will be inspected to ensure they are in excellent condition.
17. Full cotton overalls or long sleeve shirt, long trousers and steel capped footwear must be worn. No nylon clothing including underwear (nylon will melt and stick to skin). Gloves are optional.
18. All drivers are to wear seat belt. Seat belts must be in good condition (no burn marks or fraying). Must be bolted in, not welded. Inertia may be used and will be locked at scrutineering. The vehicle must not contain rust in either the seat or seat belt mountings. Racing harness not permitted.
19. Seats may be changed but must be mounted securely bolts are not to be welded. Adequate padding for driver is compulsory.
20. Fuel tank - approved fuel tank only to be used. Fuel tank must be securely mounted with 4 bolts, not within 0.8 of a meter of rear of the car, with 20 litre tin strapped over fuel tank (20 litre tin must be able to hold fuel in case of roll over). Sedan and station wagon position tank in rear seat area (not cargo area).
21. A maximum of five (5) litres of petrol in the fuel tank is permitted.
22. 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 or drill a hole in a tank with a grinder, oxy or any device that may create a spark, even if it is empty.
23. Fuel line is to be no longer or larger in diameter than the 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 the fuel line. Only lead-replacement fuel or unleaded fuel to be used
24. For Fuel Injected Cars only:  
All unnecessary flammable material is to be removed. EG hood and door linings, any plastic rubber. Dash may remain in car, computer/ECU may be shifted. The original heater in heater box must be removed. All holes in the firewall must be adequately covered with steel sheeting. (.8mm - 1.6mm thick) and pop riveted/screwed and sealed with silastic.

Only approved fuel tank may be used (New Design for fuel injected: 1 Tank per car). Fuel tank must be securely mounted (800mm or more from rear of car) with 4 bolts (not tek screws) on a sound part of the floor only (no mounting plates). The cover/spill tin is not required for fuel-injected cars due to design of tank.

Original fuel line underneath car must be used. Fuel line can be shortened to allow for mounting of new pump. 1 x external high pressure fuel pump (e.g. VL Commodore pump) mounted under floor as close as possible to derby fuel tank. 1 x Ryco Z200 fuel filter fitted underfloor. Pump and filter may be shielded (must not reinforce bodywork of car). All rubber connections, hoses and clamps must be fuel injection grade. Lead-replacement fuel or

unleaded fuel only.

Safety switch for fuel pump is compulsory and must be clearly visible and mounted in centre of the windscreen panel.

25. Tow Bar and Tongue must be removed.
26. Spare tyre is to be removed.
27. If the car was fitted with an under-car carrier, this must also be removed.
28. Bonnets are not to have any holes except for hold-down points. Original hinges are to be used and must have all bolts. Remove gas struts. A maximum of 4x straight bolts / pins are allowed in total and are to be a maximum diameter 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 instead of bolts / pins. Maximum of 4 hold-down points in total (e.g. 4 pins or 2 pins and 2 chains, etc)
29. Bonnet Intrusion Bars are compulsory (unless windscreen has full mesh), regardless of whether bonnet is front/rear hinged. Weld 2 x 10mm rods from the firewall to roof positioned approximately 400mm from either window pillar, to protect against bonnet coming through between windscreen pillars.
30. No full chassis cars.
31. Mudguards and wheel arches must not be cut away or bent. No welding or cutting to gain a competitive advantage. Subject to scrutineer's approval.
32. Front wheel drive cars must only have standard car tyres. Where possible, standard car tyres should be used. At the show's discretion whether winter tread or rally type tyres are permitted. Strictly NO tractor tyres permitted. Wheel weights are to be removed. Rims are to be manufacturers' diameter for that make and model. Mag wheels are not to be used, steel rims only. TYRES can be changed.
33. Battery to be securely mounted with metal bracket (plastic holders are not acceptable) on top of the battery with a least two 8mm (5/16") bolts through the bracket and car floor with adequate washers underfloor or attached to a base frame (max dimensions 400x300x2mm) which is mounted to floor with adequate washers. If the battery is mounted inside the 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.  
  
Do not mount the battery on the tunnel or on the same side of the car as fuel tank. Leave a gap of a least 150mm between battery and tank. One 12 volt battery is only allowed. Joins in battery cables must be heavily insulated (e.g. use radiator hose, not insulation tape.)
34. Radiator compulsory and to be standard car type and be mounted in as close to original position as possible. 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.

35. 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.
36. Vehicles are not required to be fitted with a muffler.
37. Driver's Door must be highlighted in bright colour. This can be either a cross or number. Must be a minimum size of 300 x 400.
38. Each vehicle is to be numbered. The number is to be displayed on the roof, bonnet, or doors. Numbers will be allocated to cars at the pre meeting held two weeks prior to event.
39. Exterior Brittle metal, such as grader blades, must not be used.
40. Steel mesh must be installed as a minimum on the driver's half of the front windscreen. Mesh may be welded or zip tied in with good quality 5mm zip ties no more than 150mm apart. Zip ties would allow the mesh to be removed in the event of an emergency.
41. All unnecessary flammable material is to be removed, e.g., hood and door linings, any plastic or rubber. The original heater in the heater box must be removed. All holes in the firewall must be adequately covered with steel sheeting (.8mm - 1.6mm thick) and pop-riveted/screwed and sealed with silastic.
42. 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 a least 150mm apart. Re-routing of cooling system hoses must not increase the volume of water in the cooling system.
43. Ignition or kill switch and starter switch must be able to be reached driver without undoing or slipping out of seat belt. Switches MUST be used. Twisting wires together to start/stop is not acceptable.
44. Roll bar or roll cage 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.
45. Brakes: Minimum of two-wheel lockup.
46. Gear shift 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 and must be adequately seated (e.g. rubber tyre tubing or insertion rubber with a slit cut in it).
47. Accelerator must be operated by the driver's right foot. A hand-operated back up or extra accelerator is allowed.

48. Rust: Cars with excessive driver compartment rust may be judged by the scrutineers to be unsafe and maybe excluded. Any modification (e.g. plating over rust patches, etc) considered necessary to a car with excessive rust, or one which has been in previous derby must be pre-approved by a scrutineer. Modifications must be carried out strictly in line with scrutineers' recommendations and shall in no way reinforce the car. These must be raised with Chief Steward prior to the event and pointed out at scrutineering on the day. No body filler (bog). All welds must be visible.
49. Removal floor panels (e.g., covering original fuel tank etc) to be removed or secure by a minimum of 4 x 16mm (max) diameter bolts/pins with washers (max 100 x 100 x 4mm) through to underneath of car.  
Stitch welding is also an option but no more than one metres worth of weld around the perimeter. Removable panel should now be secure enough to mount fuel tank and battery. If fitting a non-factory panel, it must be as close as possible to the thickness of the original panel. Panel must have a 100 mm inspection/vapour release hole punched in centre.
50. Cutting of any body panels including sub-frame is prohibited.
51. 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.
52. 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.
- \*\*4-CYLINDER CARS ONLY\*\*** Distributor: May have distributor protection not exceeding 100mmx100mmx6mm plate mounted to engine only.
53. 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.
54. No diesel engines.
55. 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.
56. Device designed to create smoke will not be allowed. Excessively smoky cars may be excluded.
57. Fire extinguishers are allowed but must be securely mounted with a steel bracket.
58. Cars must be clean internally (no rubbish inside cars)

## IN THE RING

59. An area will be marked with tyre rings on the area to show the boundary. Any vehicles driving over the boundary will be eliminated. If accidental, you must re-enter the ring slowly and as close as possible to exit points. Run-ups and deliberate exiting to avoid hits etc will result in disqualification.
60. Any vehicle deliberately ramming the driver's side door of another vehicle will be disqualified.
61. Reverse gear must be used at all times, except when drivers need to dislodge from a competitor's vehicle. In this case, first gear may be used for two (2) car lengths.
62. Vehicles stopped for longer than approx. 45 seconds can be disqualified.
63. Each derby car entry must supply a Flag Stiff material (white or silver) [35cm (12") x 47cm (18")] attached to a 3/8" dowel rod 61cm (24") long.
64. Flags on cars will be used to indicate active vehicles.
65. When your car 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.
66. No vehicle is permitted to hit a surrendered vehicle or a vehicle out of bounds.
67. You must remain in your vehicle until the derby is complete or until told otherwise by the control car.
68. The winner of the competition will be the last vehicle still being driven.
69. A spotlight will be used to warn drivers to see Derby control.
70. You must be trying to hit cars at all times.
71. There will be a target in the centre of the derby ring. The first derby car to hit it receives \$XXX.XX
72. Winning cars will be rechecked by Scrutineers and can be disqualified after the event.
73. DERBY CONTROL:
  - Control car will start the derby: -
74. GREEN LIGHTS ON = Start / keep competing
  - During derby: -
75. RED FLASHING LIGHTS = Stop immediately
  - A spotlight will be used to disqualify Drivers: -
    - i. If it is flashed into your car = this is a warning (i.e.: be more careful or do more hitting)



- ii. When shone at length into your car = stop competing and report to control car
- iii. Do not argue with officials.

#### AFTER THE DERBY

76. All cars must be trucked into and out of the Showgrounds. All vehicles must be removed from the Showground following the completion of the event unless otherwise arranged by the Show Committee.
77. At the completion of the event a full sweep of the performance area needs to be done to clear any debris.

#### **Safety | Competitor seriously injured.**

78. The competition will be stopped. You must stop immediately.
79. If serious injury, do not move the competitor from the vehicle unless it is life threatening for them to stay in the vehicle.
80. First Aid will attend and if safe remove the competitor or contact Emergency Services.
81. The vehicle will be towed to a safe location.
  - Most car fires etc will burn themselves out in a short time. Control car will not attend unless Driver is in danger.
  - If rollover occurs, control car will come into derby with RED LIGHTS FLASHING to assist Driver. Flag is to be pulled down on rollover car.
  - Ring Master/ Marshall to check the main ring site is safe after the event: then to inform announcer when public may enter the ring.
  - Spectators may enter the main ring at their own risks, when officially announced by Angus Lane.
  - Driver must remain with the vehicle at all times after the event has finished.

#### Terms and Abbreviations Used:

NB stands for Nominal Bore and is 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 or Rectangular Hollow Section and indicates how it was formed.

GAL Refers to galvanised steel and is of similar strength to mild steel but requires advanced welding skills. It can appear to be welded correctly but is often only a surface weld with no strength.