



Waiuku Dirt Track Club (Inc)

[www.waiuku.net.nz/wdtdc](http://www.waiuku.net.nz/wdtdc)

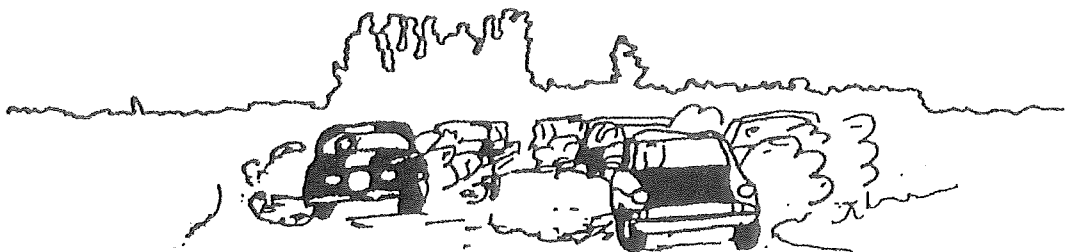


I would rather be dirt track racing

P.O.Box 245 Waiuku, NZ

# OFFICIAL RULEBOOK

UPDATED APRIL 2009



# Table of Contents

1	CONSTITUTION.....	3
2	EVENT RULES.....	12
	2.1 General Rules.....	12
	2.2 Track Rules .....	18
	2.3 Sprint Series Rules.....	20
	2.4 Peter Grey Trophy Rules.....	22
	2.5 Demolition Derby Rules.....	23
3	VEHICLE CONSTRUCTION RULES .....	24
	3.1 Saloon Construction .....	24
	3.2 0-1600 Construction .....	29
	3.3 Fender Bender Construction .....	32
	3.4 Modified Construction.....	36
	3.5 Offroader Construction .....	39
	3.6 Streetstock Construction .....	42
	3.7 Specially Built Demolition Derby Cars.....	49
4	CLASS RACING RULES.....	51
	4.1 Juniors Class.....	51
	4.2 Fender Bender Class .....	52
	4.3 Streetstock Class .....	53
	4.4 Fender Bender / Streetstock Teams .....	54
	4.5 All In Teams Racing .....	55
	4.6 Specially Built Demolition Derby Cars.....	56

# 1 CONSTITUTION

---

## UNDER THE INCORPORATED SOCIETIES ACT 1908

### CONSTITUTION OF THE WAIUKU DIRT TRACK CLUB (INCORPORATED)

#### 1. NAME

The Name of the club is "Waiuku Dirt Track Club (Incorporated)"

#### 2. FUNCTION

The function of the club is to advance and safeguard the interests of Dirt Track Motor Racing **and in particular** Dirt Track Motor Racing within the district of Waiuku and surrounding rural communities and elsewhere.

To formulate rules of racing and a code of conduct required of members visiting club members and spectator public, which promotes safety and individual responsibility.

To develop a management structure which will enable the club to govern its affairs efficiently, effectively and economically and to be publicly accountable.

To carry out the club's responsibility required under the Incorporated Societies Act 1908.

#### 3. MEMBERSHIP

Membership of the club shall be confined to the following designations:-

**Full participating member** – Membership in this category enables members to participate in all club functions. Members are eligible to race, to offer themselves for election to the office of club management, to vote and to have speaking rights at annual or special General meetings or member's meetings as may be called from time to time by the management committee. Privileges to be enjoyed by members shall be set out by the management committee.

**No member** - shall participate in the function of the Club **unless fully financial**.

**Membership of the club** – shall not confer on any member thereof any estate or proprietary right, interest or share in funds and property of the club nor shall any member be personally liable for any of the liabilities of the club.

#### **4. NEW MEMBERS**

Application for membership of the club, as a full participating member, shall be made to the secretary of the club on the prescribed form, and every person applying for membership shall be proposed and seconded by full participating members.

Acceptance of any such application shall be at the sole discretion of the management committee.

#### **5. LIFE MEMBERS**

In honouring a member for outstanding services to the club, the club may at its annual general meeting or any special general meeting resolve to confer a life membership. This honour shall carry with it the powers and privileges of a full participating member.

#### **6. MEMBERSHIP FEES**

The annual fees for membership shall be set at the annual general meeting of the club.

The annual fees are to be scaled to accommodate those who wish to join as new members throughout the year.

The annual membership fee shall be due and payable on the last Wednesday of July each year or on acceptance of membership.

#### **7. DEFAULT IN PAYMENT OF FEES**

No member whose membership fee is in arrears may participate in any function of the club.

If default of payment of fees continues seven days after the management committee has, in writing, requested payment, the management committee shall forthwith strike the name of the defaulting member off the membership register.

In the event of the defaulting member wishing again to be a member, then they must apply under the procedures laid down for new members.

#### **8. RESIGNATION OF A MEMBER FROM AN INCORPORATED CLUB**

Members wishing to leave the club must resign his/her membership by giving notice in writing to the secretary. The member shall be required to pay fees due if any.

Members failing to give notice in writing prior to the first day of August in any year shall be liable for the fee of that current year.

## **9. FOUNDATION MEMBERS**

The signatories to the Incorporated Rules of the Club shall be known as the foundation members of the Club.

## **10. ANNUAL GENERAL MEETING**

The club shall hold an annual general meeting in the month of June in each year.

Fourteen days notice shall be given in writing to each member.

The order of business shall be:

- To receive apologies
- To pass the minutes of the last annual general meeting.
- To receive the annual report and balance sheet
- To elect officers and committee, trustees and auditor for the ensuing year.
- To take business of which notice has been given
- To take general business

All notices of motion to be brought before the annual general meeting shall be given in writing signed by the proposer and seconder to the secretary two months before the meeting and notice thereof shall be circulated to members in conjunction with notice of meeting.

The financial year of the club shall close on the 30th day of April of each year.

## **11. SPECIAL GENERAL MEETING**

**A special general meeting of the club may be called by:**

The president or by the secretary of the club upon a resolution to that effect by the management committee, or, upon receipt of a requisition signed by three members of the management committee, or by receipt of a requisition signed by ten full participating members.

Any such requisition shall state the business for which the meeting is desired, and no other business shall be transacted at that meeting.

The management committee shall fix a date, time and place and the secretary shall notify all members in writing within one month of receipt of the requisition.

## **12. QUORUM FOR ANNUAL GENERAL MEETING AND SPECIAL GENERAL MEETING**

If the membership is less than fifty members the quorum shall be fifteen financial members.

If the membership is more than fifty members the quorum shall be twenty financial members.

Failure of members to form a quorum at the commencement of the meeting the business shall stand suspended, and if no quorum is present within 30 minutes the president shall vacate the chair and the meeting shall lapse.

## **13. METHOD OF VOTING**

In general practice the voting at all meetings shall be an open vote taken on the voices or on a show of hands. If requested by two or more members present a vote by secret ballot shall take place.

Each member has one vote; the chairman has an ordinary vote and in the event of an even result shall exercise a casting vote.

# MANAGEMENT OF CLUB

## 1. MANAGEMENT COMMITTEE

The management and control of the club shall be vested in the management committee of the club, which shall have all the powers to act in the interest of the club and which are not expressly required to be done in the contents of this document or otherwise provided for by the rules of the club which shall from time to time be determined at an annual general meeting.

The management committee shall be elected at each annual general meeting and shall consist of:

President

Vice President

Secretary

Treasurer

Committee of nine other members

In the event of the office of secretary becoming a paid position, the secretary shall be appointed by the management committee. The secretary shall not be a registered full participating member. The secretary in this position shall not have voting rights, this position will then not be subject to election at each annual general meeting. Privileges of this position shall be determined by the management committee.

## 2. DUTIES OF OFFICERS AND COMMITTEE

### President -

The president is the chief executive officer of the club and shall preside at all meetings of the club. The president shall at all times accept responsibility for the good management of the club, and insist on a good code of conduct of members which shall promote harmony and good fellowship within the club and to establish a good public relationship with like organisations and the public within the club's territory. Unless otherwise stated the president shall convene the meetings of the club and in regard to order the president's ruling shall be final and not open to debate.

### Vice President-

In the absence of the president the vice-president shall carry out the duties of the president and the powers of that office shall be conferred upon him/her for the duration of the president's absence.

### **Secretary-**

The secretary shall:-

Keep the minutes of the annual general meeting, special general meeting, management committee meeting and members' meeting.

Prepare an agenda of business for orderly meeting procedure.

Keep a register of members and to keep the appropriate documentation on hand for the processing of new members, censure or removal of members.

Have the custody of the records of the club and the common seal. Not to divulge these records without resolution of the management committee.

Receive and reply to correspondence.

Generally give effect to the resolutions of the clubs' committees.

In the interest of club management keep the president informed of the club business as it comes to hand.

### **Treasurer-**

The treasurer shall:-

Collect and disburse the monies under the direction of the club management committee

Keep the financial records of the club and prepare the books for audit.

Prepare a financial report for management committee meetings, annual general meetings and any other meeting that shall be directed by the management committee.

Every cheque drawn on any account of the club shall be signed by the treasurer and at least one other member of the management committee.

### **Committee-**

The committee shall:-

Ensure that the business of the club can be conducted in a proper and orderly manner.

Insist that decision making is based on factual information.

Assist in every way to see that the constitution and rules of the club are adhered to at all times.

Share the workload of administration and be prepared to head sub-committees of the management committee.



### 3. POWERS OF THE MANAGEMENT COMMITTEE

**a:** Any member of the management committee who fails to attend four consecutive meetings of that committee shall cease to be a member of that committee unless he/she has furnished satisfactory reasons for such absence.

**b:** In the event of any office becoming vacant, such vacancy shall be filled by the remaining members of the management committee.

**c:** The quorum at any meeting of the management committee shall be a majority of members if the number is odd. Half the number of members if the number is even.

**d:** Failure of members to form a quorum at the commencement of its meeting the business shall stand suspended, and if no quorum is present within 20 minutes, the president shall vacate the chair and meeting shall lapse.

**e:** In the absence of both the president and vice-president the secretary shall call for a chairperson to be elected from those members present at that meeting. For special events or issues the president may invite a non-voting independent chairperson to preside at club meetings.

**f:** The management committee may pay honoraria to its members to help defray the personal cost engendered by the nature of the tasks carried out on behalf of the club.

**g:** The management committee shall have the power to censure, suspend for a period of time, require the resignation of or commence legal proceedings against any member whose conduct has offended the constitution, rules and regulations of the club and whose behaviour is violent and malicious. The member shall be required to appear before the management committee to give good reason why the committee should not act upon the complaint.

**h:** Any member who has an official complaint laid against them and is found by the Committee to be at fault shall be fined \$100.00 and not allowed to race until after the fine is paid or as per above rules.

**Complaints** must be received in writing by the secretary.

The secretary immediately notifies the member of the complaint in writing or on a prescribed form. The member shall be notified of date of hearing, time and place. Failing the non-appearance of the member before the committee, the management shall interview the writer of the complaint then proceed to make its decision upon the known facts.

The Management committee shall formulate rules and regulations which is for better management of the club's functions and assets and to if necessary, alter or rescind rules and regulations **provided that** the action of making, altering or rescinding is not in conflict with the contents of this document.

The management committee may from time to time raise or borrow or secure the payment of any sums of money for the purposes of the development of club assets.

The management committee may raise or secure the payment or repayment of such moneys in such manner, upon such terms and conditions in all respects as it may think fit and in particular by the issue of debentures charged upon all or part of the property of the club.

The management committee shall be empowered to purchase take on lease or in exchange or hire or otherwise acquire hold mortgage and dispose of any real or personal property and any rights and privileges which the club shall think necessary or expedient for the purposes of attaining the objects of the club or any of them.

The management committee is empowered to sell lease hire or otherwise dispose of any real or personal property or any interest therein of the club and to surrender any lease held by it on such terms and conditions as the committee deems fit. To keep authentic records of all matters as shall assist in the promotion of the above objects or any of them, and to do such things as are incidental or conducive to the attainment of the above objects or any of them.

The management committee is empowered to employ staff full or part time on such terms as the committee think fit.

The funds of the club shall be kept by the treasurer under the supervision of and in such places and manner as shall be determined by the committee.

The committee shall have the power to expend the club funds in such manner as they think fit in accordance with the constitution and rules of the club and to invest any moneys not in the meantime required in such investments as shall from time to time be authorised by law for the investment of trust funds.

Management committee meetings shall be held at such times at such places as the committee from time to time deems fit and the secretary shall give notice to each member thereof of the intention to hold such meeting.

#### **4. AUDITOR**

The auditor who shall be elected at each annual general meeting shall audit the books of the club and shall when satisfied with the correctness of the statement of accounts append his/her certificate thereto.

#### **5. WINDING UP**

A majority of the members present at the annual general meeting or special general meeting convened for that purpose may resolve that the club be wound up as from a date to be named in such resolution and may also direct the disposition of the funds and property of the club after the winding up thereof which shall be in any manner calculated to encourage the sport of dirt track and or motor racing generally and further to recognise the contribution or service given to this club by the Order of St John Ambulance Association. Such resolution shall be confirmed at a subsequent annual or special general meeting called together for that purpose and held not earlier than thirty days after the date on which the resolution so to be confirmed was passed.

## **6. ALTERATION OF RULES**

No alteration of suspensions of or additions to or recessions of the constitution shall be made except at a special or annual general meeting. Any member wishing to propose any alterations or suspensions of or additions to or recisions of the constitution shall give notice in writing of such intention to the secretary who shall give fourteen days notice to members and shall set forth in such notice the proposed alterations or suspensions of or additions to or recision of the rules. Any such alterations or suspensions of or additions to or recision of the rules must be carried by a majority of at least two- thirds of the members present at the meeting.

## **7. COMMON SEAL**

The common seal shall be kept at the registered office of the club or in the custody of the secretary and shall be fixed only by resolution of the management committee and in the presence of two members of such committee and the secretary.

## **8. LIABILITY OF OFFICERS**

The president or any other officer of the club who may be the authority of the management committee accept or incur any pecuniary liability on behalf of the club shall be held indemnified by the club against any personal loss in respect of such liability and this indemnity shall extend to any obligations incurred by any officer or member of the club provided that the management committee or club shall by resolution ratify or confirm the action of such officer or member.

## **9. PECUNIARY GAIN**

No member shall deprive any pecuniary gain from any of the property or operations of the club except as a salaried officer or as allowed for under the rules of this constitution headed management of club section 3 S.S.F.

## 2 EVENT RULES

---

### 2.1 General Rules

General rules and regulations applicable to all competitors competing at the Waiuku Dirt Track Club Inc.

#### 2.1.1 Members Responsibility

It is the responsibility of all club members to ensure that the business and racing of the club can be conducted in a proper and orderly manner, and to see the rules and regulations are adhered to at all times; and to share in the workload which is required to make the club a success, and a place of good fellowship.

#### 2.1.2 Clerk of the Course

The Clerk of the Course is the chief race day Manager and shall be in charge at all race meetings of the Club. The Management Committee shall appoint the Clerk of the Course.

The Clerk of the Course shall establish:

1. That the track conditions are in the interest of safe racing.
2. That all drivers compete within the rules and regulations of the Club.
3. That the safety of spectators is not compromised.
4. That the duties of all officials are being carried out in a proper and orderly manner.
5. That no racing vehicles are left at the track after a meeting.
6. That the club assets are left secure and gates closed at the approved time.

The Clerk of the Course is invited to attend committee meetings as a non-voting member.

In the event of the Clerk of the Course being absent, the Management Committee shall appoint another person to act in this capacity.

#### 2.1.3 Scrutineer

The Management Committee shall appoint the Head scrutineer.

The Head Scrutineer must be familiar with all the Club Rules and Regulations and have no less than 3 years Automotive Mechanical Experience

The Head scrutineer may appoint suitable assistants with the consent of the Management Committee. The scrutineer shall at all times ensure that the cars presented to race comply with vehicle construction safety and classification as laid down in the rules of the club. All decisions are at the discretion of the Head scrutineer and are final.

#### 2.1.4 Drivers Briefing

All drivers are required to attend the drivers briefing at each meeting. Briefing will be held prior to the first race of the day. The clerk of the course and/or officials shall conduct all drivers' briefings and inform drivers of track conditions, remind drivers of their responsibility of competing within the rules and regulations of the club and pass on any other relevant information

### **2.1.5 Code of Conduct**

All classes race under Waiuku Dirt Track Club Inc. Rules and Regulations. The Management Committee requires members to conduct themselves in an appropriate manner when racing at other venues. To safeguard the interest of this club, there will be no compromising public safety. Deviation from this code of conduct will not be tolerated. The Management Committee will not hesitate to take action as allowed for in the constitution

### **2.1.6 Pit Conduct**

The maximum speed limit in the pit area is 5km per hour.

At all times the driver assumes responsibility for the action of his/her pit crew.

Any driver found racing their car on access roads or in the pit area or any area deemed to be out of bounds, will be dealt with by the clerk of the course or club officials as he/she /they see fit.

### **2.1.7 Unregistered and Unwarranted Vehicles**

If any race car which is unregistered or does not have a current Warrant of Fitness is driven on public roads outside an organised Waiuku Dirt Track Club Inc. event, or is seen offending the road code or endangering public safety, the Management Committee may suspend, or expel, the driver and pit crew from further Club events.

### **2.1.8 Consumption of Alcohol**

No Alcohol is to be consumed in the pit area by competitors or spectators.

No competitor, passenger or crewmember is to consume alcohol before or during any race meeting.

Any person violating this ruling will be barred from racing for the duration of the race meeting.

Should any person be found actually competing under the influence of alcohol, they will be barred for the season. This ruling is to be implemented at the discretion of the clerk of the course and/or officials.

### **2.1.9 Narcotics**

The use of narcotics (amphetamines or other stimulants, barbiturates or other depressants) is strictly forbidden.

No drugs acting like or containing Ephedrine may be used, unless written authorisation is obtained and presented to race officials prior to race day.

Any competitor in any event who shows any evidence whatsoever of being under the influence of any of the aforementioned, (alcohol or narcotics) shall be disqualified, and subject to suspension from all future events and must leave the premises immediately at the discretion of any race official, and/or the clerk of the course.

### **2.1.10 Disputes**

If any driver wishes to dispute a result or incident they must take their dispute to the class representative, who will then approach the Clerk of the Course if the matter cannot be resolved.

### **2.1.11 Entry Fees**

Once paid are non-refundable.

### 2.1.12 Competitors

**All members** must be currently financial to compete in club events or pay a day membership fee.

**All competitors** to hold a current **Dirt Track Club** licence

- (i) Juniors to hold a "restricted" Dirt Track Club licence.

All licences to be issued at the discretion of the Executive Committee or Clerk of the course upon receipt of membership

- (ii) For the Rally Sprints restricted licence drivers must have a recognized mentor with them, to the satisfaction of the Clerk of the Course.

**All competitors** must sign a Waiuku Dirt Track Club Inc. indemnity form at each club event. The minimum age for competitors is 16 years except for the Junior Class which is between the ages of 13-17 years.

**Non-members** may compete by invitation of the Management Committee.

### 2.1.13 Race Meeting Entries

Competitors may enter as follows:

Drivers are eligible for:	4 cylinder saloons	Modifieds
	6 cylinder saloons	Off Roaders
	8 cylinder saloons	Streetstocks
	0-1600cc	Fender Benders
	Mechanics and /or Ladies*	

\*A driver is eligible to race in mechanics and /or ladies races providing the car & class differs from that they are registered in as a driver.

NOTE: ONE VEHICLE ONE CLASS.

**Mechanics** are eligible only for designated mechanics races.

**Ladies** are eligible for designated ladies races and/or mechanics races.

**Juniors** are only eligible for designated Junior races.

A group of competitors may enter as a team, with a team name, to race one vehicle per class. All team members must be registered at the beginning of the season. One driver and one mechanic must be stipulated at beginning of each race meeting.

All competitors to pay one race fee for each class they are entered in each race meeting.

### 2.1.14 Declaration of Driver

All drivers must be declared when entering any event and must be one of the following:

- i) A member of Waiuku Dirt Track Club Inc
- ii) Be holding a day license
- iii) Be attending at the invitation of the Waiuku Dirt Track Club's Management Committee.

### 2.1.15 Classes

For all class rules see vehicle construction, safety and classification rules.

### **2.1.16 Class Races**

A minimum of two cars per class is required to make a race.

All class races are to be non-handicap events, positions to be drawn.

Class races shall be the first races of each meeting. The Management Committee reserves the right to set a racing programme for each season.

#### ***Unsupported Class/Race***

A class/race will be dropped if unsupported for a 2 year period. The class/race may be reinstated at a later date if there are sufficient numbers to reform.

### **2.1.17 Teams Racing**

Competitors may compete in the following teams' races each meeting, provided they have competed in their class races.

- a) ALL IN TEAMS RACE - 4, 6, 8 Cylinder Saloons, Modifieds, Offroaders
- b) FENDER BENDER TEAMS RACE - only Fender Benders may compete.
- c) STREETSTOCK TEAMS RACE- only Streetstocks may compete

### **2.1.18 Competitors Achievements**

Merit points shall be awarded as follows:

1 <sup>st</sup> = 7	2 <sup>nd</sup> = 6	3 <sup>rd</sup> = 5
4 <sup>th</sup> = 4	5 <sup>th</sup> = 3	6 <sup>th</sup> = 2

All other finishers = 1 point

Merit points exclude day members and invited drivers.

In order for a member to have points awarded, they must participate in more than one meeting per series.

Points can only be scored on the finishing of a race. Unless otherwise stated, points will be accumulated over the season.

#### ***Disciplinary Action and Demerit Points***

If in the opinion of the clerk of the course, competitor/s and or vehicle that have raced in a manner which violates any of the racing rules, the safety rules and the racing code of courtesy, the driver may have demerit points recorded against their name and deducted from their aggregate. The maximum number of demerit points given in any one race is six.

If a competitor/s or vehicle incurs demerit points in three races in any one meeting, that competitor/s or vehicle shall automatically be suspended from racing for the rest of that meeting.

The above scoring system does not remove the power of the clerk of the course from disqualifying a competitor/s and or vehicle either from his/her points, placing or participation in further races for failure to observe the statutory rules.

The power of the clerk of the course is confined to the meeting of the day, but the clerk of the course may make written recommendations to the Management Committee for stronger action to be taken.

### 2.1.19 Flags

When approaching a flag marshal or official drivers are required to take notice of the flags on display:

Green Flag	Race Starts
Blue Flag	Driver to be aware of obstacle
White Flag	One lap to go
Chequered Flag	Race finished
White Flag with Red Cross	First Aid required
Yellow Flag	Indicates an incident or some other obstruction on the track. All drivers must slow down and proceed with caution. Vehicles are allowed to bunch up but under no circumstances are vehicles allowed to pass each other.
Red Flag	Major accident has occurred and all cars must come to a complete stop as quickly and safely as possible.

ALL RE-STARTS OR EARLY FINISHING OF A RACE IS AT THE CLERK OF THE COURSE'S DISCRETION.

### 2.1.20 Junior Class Drivers

Drivers in the Junior Class can participate from their 13th birthday to the end of the season that their 17th birthday falls (track season being December to April).

Juniors may only compete on the condition that they have the necessary skills as determined by the Clerk of the Course.

Junior drivers must be under the supervision of a recognised driver who will act as a passenger for the duration of each race.

Third year Juniors have the option of competing without a recognised co-driver (under the agreement of the Clerk of the Course).

All Juniors cars are to have at least one working Brake/Stop light, mounted in the high stop area or other position within the rear window area, for the track only

Cars and drivers must comply with General and safety rules.

### 2.1.21 Passengers

A passenger may be carried in a saloon, modified, off-roader and 4 wheel drives.

All passengers must understand and sign the Club's indemnity form in order to participate.

Any person between the ages of 12 to 16 years wishing to be a passenger in a race vehicle must carry out the following:

- (i) Fill out a Waiuku Dirt Track Club Inc. passenger form at registration and have their parent or legal guardian also sign the form at each Waiuku Dirt Track Inc. organised event.
- (ii) The passenger must be secured in the vehicle to the officials and/or the clerk of the courses satisfaction.



- (iii) Crash helmets must fit in a proper manner and comply with all safety standards.

All passengers must comply with the Rules and Regulations of the Waiuku Dirt Track Club Inc.

Passenger participation is at the discretion of officials and/or the clerk of the course whose ruling shall be final.

### **2.1.22 Official Racing Numbers**

Application for or confirmation of seasonal racing numbers must be made to the Secretary when renewing annual subscriptions.

### **2.1.23 Safety for Car, Driver and Passengers**

Approved safety belts are compulsory in all classes. All classes must have full harness seatbelts with optional sternum belt, with one point release for each driver and passenger. All race harnesses to be 75mm and if crutch strap is used, a minimum of 45mm.

Seatbelts must be securely mounted with approved seatbelt bolts, and or mounting eye and plates to N.Z. Safety Standards. Mounting position will be up to the discretion of the scrutineers.

Crash helmets must be worn by all competitors while racing and must meet NZS 1885 or 1884 standards and will be checked at scrutineering.

Approved neck braces are compulsory for all drivers and passengers in any class.

All drivers and passengers will be required to have safety harness tension, helmet straps and neck braces checked as the cars pass through the pit gate from the dummy grid to the starting grid.

All drivers and passengers must wear overalls, socks and lace-up shoes or footwear approved by the scrutineer. No bare feet, jandals or gumboots allowed. Overalls are to be clean protective one-piece overalls, with close fitting front, cuffs and ankles and manufactured only in fire retardant or self-extinguishing materials. Note; pure cotton is deemed to be self-extinguishing for the purpose of this rule.

### **2.1.24 General Safety**

No loose ballast is to be carried in any vehicle.

No vehicles are allowed to race under the power of CNG or LPG.

No driver/passenger will drive with an arm or any part of their body outside the vehicle.

### **2.1.25 Rollovers and Seriously Damaged Vehicles**

All race cars that have rolled over or been seriously damaged must be rescrutineered and passed as being up to standard before they may race again.

Any driver or passenger involved in a rollover or serious accident must report to the First Aid Co-ordinator and be cleared to be able to compete again on that day.

If an accident has occurred at a club event whereby any driver or passenger, in the view of the First Aid Co-ordinator, requires medical treatment other than that given by the Club's First Aiders, a medical clearance will be required by the club, before those person/s may participate in further events.

### **2.1.26 Seating in Vehicles**

No person shall ride on a vehicle other than accommodated in its seating capacity.

## **2.2 Track Rules**

### **2.2.1 Race Meetings**

These meetings are conducted under the rules and regulations of the Waiuku Dirt Track Club Inc.

### **2.2.2 Scrutineering**

All cars will be required to be scrutineered no later than 9.30am by the official scrutineer working to the rules covering car construction, safety and classification.

Cars requiring scrutineering after 9.30am or competitors failing to register for the days racing before 9.30am shall be fined ten dollars (\$10.00) unless previous arrangements have been made with the Management Committee. Late registrations will run off the back of the field for their first two point's races.

No vehicle is allowed on the track/course until passed by scrutineering team. A small sticker shall be attached to the windscreen or roll cage on passing scrutineering.

Every race vehicle must carry its own scrutineering form or logbook. This must be presented at scrutineering and registration.

### **2.2.3 Dummy Grid Formation**

A dummy grid shall be formed as the preceding race starts.

Competitors numbers where possible shall be displayed on a board in the pit area. Any competitor not on the starting grid when the other competitors are in place may have a one-minute period placed on them. At completion of the one minute period the race will be started with or without the competitor concerned.

### **2.2.4 Racing Code of Courtesy**

All drivers must at all times respect their fellow competitors and cars, remembering that not all drivers can afford to continually panel beat and paint their cars.

No deliberate charging, shunting of vehicles is allowed, except Fender Benders and Streetstocks (see Fender Bender and Streetstock rules). If in the opinion of the clerk of the course this rule is violated then the penalty in Rule 6 can be implemented.

If a driver holds the pole line into a corner he/she has the right of way.

All drivers must bear in mind that auto racing is a close and competitive sport and as such accidents, minor and major, can occur. Therefore the organisers can accept no responsibility or liability whatsoever for injury or vehicle damage sustained during competition, although the organising body will do all in its power to make sure that all the rules and safety standards are upheld.

### **2.2.5 Official Racing Numbers**

All racing cars must have their official racing number marked clearly on both sides of the car and on the roof with the bottom of the number facing left side of car and no less than 400mm in length. It is the competitor's responsibility to ensure that the competition numbers remain legible. While racing, competition numbers must be clearly visible to officials and lap scorers; failure to comply may result in points not being awarded.

### **2.2.6 New Member Drivers**

All new member drivers shall start at the rear of the field for their first two races of the meeting, or at the discretion of the Clerk of the Course.

### **2.2.7 Cars Stationary on Racing Track**

If your car stops on the racing track, stay in your vehicle until the race is finished. Arms and hands must be kept inside the vehicle and safety gear and harnesses not removed until the race is finished.

In the event of a vehicle stopping, or being stopped on the track during a race, all drivers/passengers shall remain strapped in their seat, until they are given permission to leave it by an appropriate official. Obviously this restriction does not apply in the case of fire.

### **2.2.8 Fire Extinguishers (Track Series)**

Fire extinguishers are compulsory in all classes (exception Fender Bender and Streetstock classes) and are to be a minimum of 1kg of extinguishant, weight of container excluded.

All extinguishers must meet NZS 4503 Standard and carry a current sticker with legible date stamp. All extinguishers must have evidence of inspection no more than 11 months old. All extinguishers must be securely mounted within reach of the driver, to satisfaction of the scrutineer.

### **2.2.9 Definition of Lights**

Green	Race Starts
Red	Immediate Stop
Red/Green Flashing	Caution - retain position until race restarts, stay single file behind leader. Restart will be a rolling start with starter's green flag.

### **2.2.10 Out of Bounds**

With the authority of the Franklin District council parking on the road adjacent to the track will be out of bounds to members and the public. Appropriate signs shall indicate this area.

### **2.2.11 Vacating the Track**

After each race meeting members are required to vacate the racing track and surrounds by 7.00pm. No vehicles are to be left at the track.

## 2.3 Sprint Series Rules

### 2.3.1 General Rules

1. All Club Rules and Regulations apply.
2. All vehicles must have spark arrestors.
3. All vehicles must have rear vision mirrors.
4. All vehicles must carry a fire extinguisher/s that complies with Club rules. (Rules are subject to change).
5. Fender Benders may run worn rally tyres.
6. All vehicles must have a kill switch fitted within reach of the driver when belted in. The kill switch must stop the motor immediately when switched off. In the case of a magneto a kill switch must also be fitted to kill the magneto.
7. Fire Extinguishers (Sprint Series)

ALL vehicles must carry a fire-extinguisher/s as per club specifications.

All extinguishers must meet NZS 4503 Standard and carry a current sticker with legible date stamp. All extinguishers must have evidence of inspection no more than 11 months old. All extinguishers must be securely mounted within reach of the driver, to satisfaction of the scrutineer.

### 2.3.2 King of the Hill Rules

#### 2.3.2.1 Rules

Full membership only qualifies for King of The Hill (no day memberships)

#### 2.3.2.2 Qualifying

##### 1<sup>st</sup> round

Based on first 3 rounds of the day.

If over 32 entries, only fastest 32 Qualify.

If less than 32 entries all qualify.

##### 2<sup>nd</sup> round

Fastest 16 from 32 qualify.

(Or fastest 16 from field if less than 32 entries)

##### 3<sup>rd</sup> round

Fastest 8 from the 16 qualify for (King Of The Hill) run off.

You must start the 'King Of The Hill' run off to gain your points (normal Points and bonus points)

Drivers must finish each round in order to stay in the running for 'King Of The Hill'.

A Driver must use the same car for all qualifying rounds and in the 'King Of The Hill' Run off.

1<sup>st</sup> .....8points

- 2<sup>nd</sup> .....7points
- 3<sup>rd</sup> .....6points
- 4<sup>th</sup> .....5points
- 5<sup>th</sup> .....4points
- 6<sup>th</sup> .....3points
- 7<sup>th</sup> .....2points
- 8<sup>th</sup> .....1point

### 2.3.2.3 Bonus Points

Each competitor will gain **5** bonus points for starting in 'King Of The Hill' in two consecutive meetings, and for every consecutive 'King Of The Hill' started after that a further **5** bonus points will be awarded

If you miss the 'King Of The Hill' for a round, you retain any bonus points already accrued, but your consecutive bonus points meeting restart.

## **2.4 Peter Grey Trophy Rules**

(Combined Hill Climbs/Track Series)

1. Points to be accumulated over Hill Climb & Track Series.
2. Any class eligible for points as long as competitor has competed in both hill climbs and track series.
3. Points to be awarded as per class rules.
4. Points to be recorded by secretary, along with all other points.
5. Points may only be awarded on the completion of a race.
6. Points may only be awarded for up to three class races per meeting.
7. Points only to be awarded on the finish of the round in all classes, i.e.: If any race missed in a round, due to rain off or cancellation, no points will be awarded to any class for that round.
8. Any grievances or disputes on points may be addressed in writing as per club rules.

## **2.5 Demolition Derby Rules**

### **2.5.1 Fender Benders**

1. Fender Bender race specifications apply.
2. Black flag must be obeyed.
3. Lights and flags must be obeyed.
4. No contact on drivers door
5. No reverse driving – no driving in reverse gear or opposite direction, unless specifically directed by Clerk of Course.
6. No stopping to wait for cars
7. No crossing through centre of track
8. Benders must have raced in one race that day to qualify for Demolition Derby.
9. The Demolition Derby is a race controlled at the discretion of the Clerk/s of the Course.
10. Demolition Derby to be run as a demolition i.e. forced contact and not run as a lap race.
11. Car Construction. General fender bender rules apply.
12. All club Rules and Regulations apply.
13. Cars stopped for longer than 2 minutes will be eliminated.
14. Last moving car is winner of derby.

### **2.5.2 Specially Built Demolition Derby Cars**

1. Black flag must be obeyed.
2. Lights and flags must be obeyed.
3. No contact on drivers door.
4. No reverse driving – no driving in reverse gear or opposite direction, unless specifically directed by Clerk/s of course.
5. No stopping to wait for cars.
6. No crossing through centre of track, racing to remain on track.
7. Specially built demolition derby cars may not compete in any other events.
8. The Derby is a race controlled at the discretion of the Clerk/s of the Course.
9. Demolition Derby is to be run as a demolition, i.e. forced contact and not run as a lap race.
10. All Club Rules and Regulations apply.
11. Cars stopped for longer than 2 minutes will be eliminated.
12. The last moving car is the winner of the derby.

# 3 VEHICLE CONSTRUCTION RULES

---

## 3.1 Saloon Construction

### 3.1.1 Definition

A Saloon is defined as a 4, 6 or 8 cylinder car, (includes 4 wheel drive class in sprint series). A two rotary engine will be classed as a 4 cylinder.

### 3.1.2 Motor Modification

Any motor modification permitted.

### 3.1.3 Body

All body shells must resemble factory produced vehicles; they may be constructed from original panels, fibreglass or handmade panel steel. They may be on factory made floor plans. Chassis may follow builder's own design using suitable materials. Alterations allowed to motor, gearbox, differential and suspension mounts.

### 3.1.4 Firewall

Any car with cut or altered firewall, including space frame, must have an approved type scatter blanket or scatter shield ¼" steel plate (min) and must cover the top 180-degree of the bell housing, extending a minimum of 200mm from rear of engine block.

### 3.1.5 Roll Cage

Full roll cages are compulsory, minimum specifications for roll cages being:

3mm steel wall piping with a minimum of 38mm outside diameter for main hoop and a minimum of 32mm outside diameter, 3mm steel wall piping for lateral supports (galvanised pipe not recommended).

There must be 50mm clearance between top and side of driver's helmet and roll cage or roof.

All fixing plates are to be a minimum of 5mm thick and not less than 100mmx100mm, or to the scrutineers discretion. The point at which roll cages are mounted must be of sound condition and to the scrutineers satisfaction. All cages must have support bars across top of front windscreen and also between main hoop of cage 2/3rds from base of seat, and no more than 75mm clearance between rear of seat and bar (in case of seat failure). Other recognised cages accepted at scrutineers discretion. Scrutineers decision is final.

All bends formed in roll cage pipe to be smooth uniform and to be not less than 0.9 of the original pipe OD size.

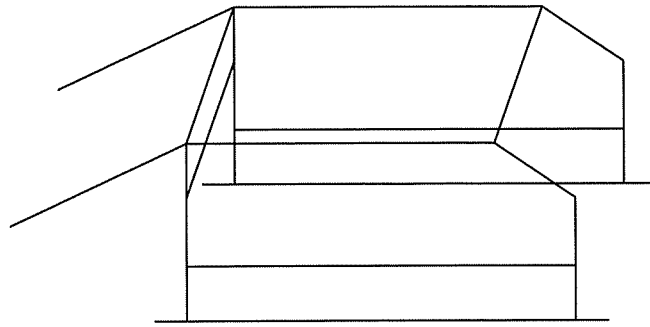
All vehicles to run adequate roll cage padding, to protect occupant's heads and body parts e.g. elbows.

For **Space frame saloons** only (To take effect from the start of the 2008/2009 track season.)

A 300mm square by 3mm steel plate above occupant's head to be welded continuously on all four sides to adequately protect occupant's head.

The supporting pipe work to be minimum 32mm OD x 3mm wall.





(Diagram 1)

### 3.1.6 Intrusion Bars

Hip intrusion bars must be fitted at a position not lower than level with drivers legs (knees to hip). Hip plates if fitted to be a minimum of 3mm (1/8") thickness. 300mm (12"), high and 600mm (24") long welded on three sides, OR Cross bars in the door area may be mounted between front hoop and centre hoop.

First bar to be mounted at hip height or 350mm from floor level (which ever is the more suitable) on centre hoop and sloped down to join front hoop at floor level. Second bar to start at the same height as first, welded to front hoop and dipped down to meet centre hoop at floor level. Pipe to be 2mm x 34mm minimum. Triangles on 2mm sheet and centre square to help join plates recommended.

### 3.1.7 Cooling System

The driver must be completely isolated from the motor cooling system and driveline by adequate panel work or suitable material.

### 3.1.8 Fuel Tanks

Fuel tanks may be moved, but must be isolated from the driver by a leak proof metal cover or fire wall e.g. Steel or aluminium, and secured.

### 3.1.9 Fuel Overflow Pipe

Fuel overflow pipe must not drain in to the driver's compartment, and extend below bottom of fuel tank, or goes through floor if applicable.

### 3.1.10 Petrol Caps

Petrol caps must be screw on or locking and firmly secured. No rubber fuel caps permitted. No plastic fuel lines or plastic or glass fuel filters.

### 3.1.11 Methanol

Cars running methanol to display the letter "M" in fluorescent paint on their cars. The driver must also notify the Head Scrutineer and the Clerk of the Course that they are running methanol.

All drivers must wear full length, long sleeve Proban Nomex blend (or material possessing the same protection rating) protective clothing with close fitting fronts, cuffs and ankles. The wearing of flame retardant gloves while driving in competition and practices is compulsory.

The use of flame resistant Balaclavas optional.

### **3.1.12 Wheel Base**

Original wheel base to be maintained plus or minus 5%.

### **3.1.13 Seats**

All cars must have high back seats or headrests.

### **3.1.14 Hubcaps**

All hubcaps must be removed.

### **3.1.15 Bumpers**

Front and rear bumpers, size 32mm OD pipe maximum. A single pipe may be fitted so that the ends wrap around the front and rear guards, no more than the original bumpers. No pipe work may protrude further than 75mm from the cars panels to the outside of the pipe. All ends to be capped. Original bumpers may be put over these bars. A hoop may be fitted on the top of the bar, but must not extend along more than the inside of the headlight and be no more than 200mm in height to the outside of the pipe. Rear hoop not to extend along more than the outside of the tail-lights, and be no more than 200mm in height. The bumper rule applies to all saloon cars. Bumpers must all be capped.

### **3.1.16 LPG OR CNG**

No vehicles to run under the power of LPG or CNG.

### **3.1.17 Kill Switch and Battery Isolation Switch**

All classes must be fitted with a kill switch which must stop the engine and turn off all other electrical equipment.

On and Off positions must be clearly marked.

The Alternator lead if live must be protected by a maximum 100amp Fuse, fitted near the Battery end of cable, as close as possible.

The Kill Switch must be fitted within reach of the driver when belted in.

### **3.1.18 Lifting Hooks**

Race cars have to have lifting hooks fitted front and rear of chassis for tow vehicle purposes.

### **3.1.19 Fire Extinguishers**

All cars or race vehicles to carry fire extinguishers as per club specifications.

### **3.1.20 External Steelwork**

No saloon car will be permitted to have any external steelwork including tow bars with the exception to front and rear bumpers.

### **3.1.21 Tyres**

No excessive knobbly tyres permitted (e.g. desert dogs, town and country, mud grips etc) Rally tyres and cross grooves are acceptable along with racing tyres. Dual wheels not permitted.

### **3.1.22 Battery**

All batteries must be securely mounted. Batteries may be mounted in the driver's compartment so long as anchorage, cover and positioning are to the scrutineers satisfaction.

### **3.1.23 Exits**

If any car has less than two working doors, there must be exits available not less than 0.360sq metres in area.

### **3.1.24 Windscreen**

If front windscreen is removed, to protect occupants from flying objects, a steel mesh must be secured to the full width of removed windscreen.

Mesh to be 150mm x 150mm (6" x 6") maximum hole size. Other Clubs use 75mmx 75mm steel mesh with a minimum wire size of 2.6mm

### **3.1.25 Starter Motor**

All vehicles should have a starter motor that works; jump-starting is time consuming and will be discouraged.

### **3.1.26 Carburettor/Throttle Body**

Two return springs to be fitted in a manner so as to close throttle shaft.

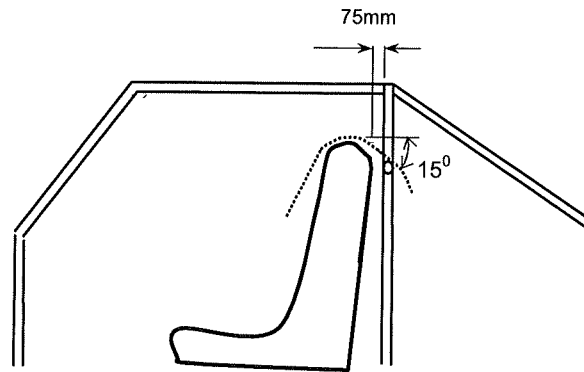
### **3.1.27 Exhaust/Mufflers**

All exhaust systems must extend to the rear of the driver's seat, and face away from the driver's door. To have maximum height to top of pipe outlet to be 300mm above ground level.

All participating cars are to run mufflers, Max 95 db.

### **3.1.28 Seats and Restraints**

- a) All seats must be securely mounted
- b) Recliner style seats shall have a restraining bar, no more than 75mm clearance between rear of seat and bar, to prevent rearward collapse of seat back.
- c) An approved harness is a requirement.
- d) Safety belts shall be fastened to seat belt frames or supports
- e) Mounting points to be secure to vehicle frame chassis.
- f) All belts to be approved manufacture
- g) Inertia reel belts not permitted
- h) Shoulder strap mounting points for conventional seats are to be positioned so that straps are not more than 15 degree downward angle from a horizontal plane extending from the occupants shoulder to the bar.



- i) All seats are to be fitted with headrests to reduce the chance of neck injury in front and rear collisions.
- j) All seat belts to be manufactured to NZ Safety or approved Overseas Safety Standards. No seat belts to be modified or resewn.

### **3.1.29 Brakes**

All vehicles are to be equipped with four braking wheels, to enable the vehicle to stop effectively. At the discretion of the scrutineer.

### **3.1.30 Differential**

The differential may be set up in any way desired, but the driveshaft must have a safety hoop placed immediately behind the gearbox yoke, and behind hanger bearing on two piece drive shafts, to prevent the driveshaft digging in to the track should a universal break occur.

### **3.1.31 Numbers**

All racing cars must have their official racing number marked clearly on both sides of the car and on the roof with the bottom of the number facing left side of car, and no less than 400mm in length. It is the competitor's responsibility to ensure that the competition numbers remain legible. While racing competition numbers must be clearly visible to officials and lap scorers; failure to comply may result in points not being awarded.

## **3.2 0-1600 Construction**

### **3.2.1 Intent**

0-1600 Class is designed as a budget class and competitors are expected to respect the spirit of these regulations. Only the modifications mentioned are permissible. IF IT IS NOT MENTIONED IT IS NOT PERMITTED.

### **3.2.2 Engine**

Engine is to match car type, make and model as per factory specifications.

No forced induction type engines or Rotary's.

No aftermarket computers.

### **3.2.3 Driveline**

Diffs may be locked. No four wheel drives.

### **3.2.4 Tyres**

Maximum tyre size 205 or equivalent road tyre only.

Racing tyres with exception- of rally tyres allowed for non class racing.

(Rally tyres ONLY in sprint series).

### **3.2.5 Exhaust / Mufflers**

Extractors allowed as optional.

The Exhaust pipe must exit behind the driver's seat or further and must be directed away from the fuel tank. To have maximum height to top of pipe outlet to be 300mm above ground level.

All participating cars are to run mufflers, Max 95 db.

### **3.2.6 Suspension / Brakes**

Suspension and brakes may be upgraded but standard type of suspension to remain.

### **3.2.7 Steering / Interior**

All steering locks to be removed

All plastic and interior trim to be removed with the exception of the dashboard and front seats. The dashboard may be replaced and the seats can be replaced by a race type or safer seat.

### **3.2.8 Kill Switch and Battery Isolation Switch**

All classes must be fitted with a kill switch which must stop the engine and turn off all other electrical equipment.

On and Off positions must be clearly marked.

The Alternator lead if live must be protected by a maximum 100amp Fuse, fitted near the Battery end of cable, as close as possible.

The Kill Switch must be fitted within reach of the driver when belted in.

Batteries may be relocated but must be mounted away from the fuel tank.

### 3.2.9 Windscreen / Glass

All exterior lamps to be removed, removing glass is optional. (Other Clubs running this class, run without glass)

The entire front screen opening to be covered by a steel mesh max opening of 75mm x 75mm with 2.6mm min wire size.

### 3.2.10 Panels

All panels to remain uncut

After market flares, skirts and spoilers may be fitted.

### 3.2.11 Fueltank

Standard fuel tanks may be replaced.

### 3.2.12 Rollcage

Full roll cages are compulsory, minimum specifications for roll cages being:

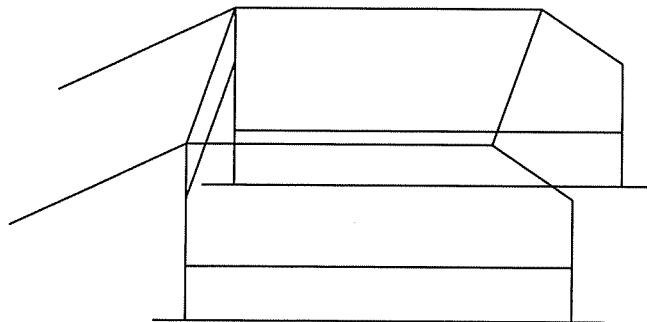
3mm steel wall piping with a minimum of 38mm outside diameter for main hoop and a minimum of 32mm outside diameter, 3mm steel wall piping for lateral supports (galvanised pipe not recommended).

There must be 50mm clearance between top and side of driver's helmet and roll cage or roof.

All fixing plates are to be a minimum of 5mm thick and not less than 100mmx100mm, or to scrutineers discretion. The point at which roll cages are mounted must be of sound condition and to the scrutineers satisfaction. All cages must have support bars across top of front windscreen and also between main hoop of cage 2/3rds from base of seat, and no more than 75mm clearance between rear of seat and bar (in case of seat failure). Other recognised cages accepted at scrutineers discretion. Scrutineers decision is final.

Bends formed in roll cage pipe must be smooth and uniform and to be not less than 0.9 of the original pipe OD size.

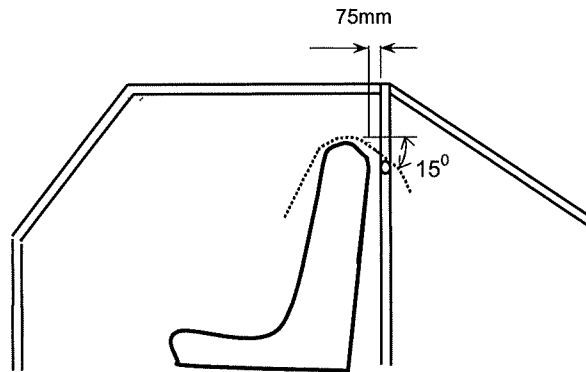
All vehicles to run adequate roll cage padding, to protect occupant's heads and body parts e.g. elbows.



(Diagram 1)

### 3.2.13 Seats and Restraints

- a) All seats must be securely mounted
- b) Recliner style seats shall have a restraining bar, no more than 75mm clearance between rear of seat and bar, to prevent rearward collapse of seat back.
- c) An approved harness is a requirement.
- d) Safety belts shall be fastened to seat belt frames or supports
- e) Mounting points to be secure to vehicle frame chassis.
- f) All belts to be approved manufacture
- g) Inertia reel belts not permitted
- h) Shoulder strap mounting points for conventional seats are to be positioned so that straps are not more than 15 degree downward angle from a horizontal plane extending from the occupants shoulder to the bar.



- i) All seats are to be fitted with headrests to reduce the chance of neck injury in front and rear collisions.
- j) All seat belts to be manufactured to NZ Safety or approved Overseas Safety Standards. No seat belts to be modified or resewn.

### 3.2.14 Safety

As per Track Rules (see 2.1.23 Safety for Car, Driver and Passengers, Page 17)

## **3.3 Fender Bender Construction**

### **3.3.1 Construction**

Fender Benders must be standard production cars as per the year and model. No modifications other than listed below.

### **3.3.2 Radiators**

Radiators may be removed from front of car providing all piping in driving compartment is of suitable materials e.g. steel pipe or high pressure steam hose, and all joints and standard radiator hoses are protected (i.e. lagging) in case of leakage. All pipe work within drivers reach to be wrapped in suitable heatproof material.

### **3.3.3 Fuel Tanks**

Fuel tanks may be moved, but must be isolated from the driver by a leak proof metal cover or fire wall e.g. steel or aluminium, and secured.

### **3.3.4 Overflow Pipe**

Fuel overflow pipe must not drain in to the driver's compartment and extend below bottom of fuel tank, or go through floor if applicable.

### **3.3.5 Kill Switch and Battery Isolation Switch**

All classes must be fitted with a kill switch which must stop the engine and turn off all other electrical equipment.

On and Off positions must be clearly marked.

The Alternator lead if live must be protected by a maximum 100amp Fuse, fitted near the Battery end of cable, as close as possible.

The Kill Switch must be fitted within reach of the driver when belted in.

The battery may be placed within the driver's compartment but must be completely covered and securely mounted. If placed elsewhere the battery may be exposed but must be securely mounted. Preferably in a marine battery box.

### **3.3.6 Roll Cage**

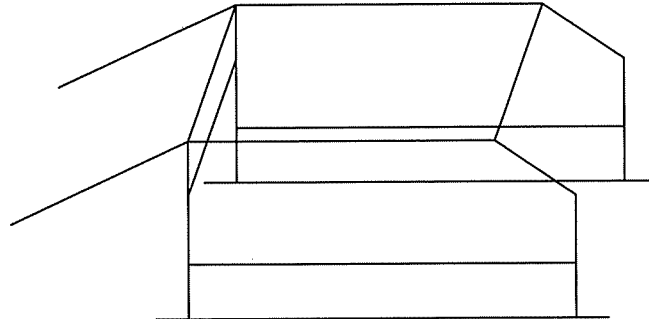
Full roll cages are compulsory, minimum specification for roll cages being:

3mm steel wall piping with a minimum of 38mm outside diameter for main hoop and a minimum of 32mm outside diameter, 3mm steel wall piping for lateral supports (galvanised pipe not recommended). Roll cage to be contained within passenger compartment, and rear lateral supports to go no further than rear of the rear wheel arch. There must be 50mm clearance between top and side of driver's helmet and roll cage or roof. All fixing plates are to be a minimum of 5mm thick and not less than 100mm x 100mm. The floor where roll cages are mounted must be of sound condition and to the scrutineers satisfaction. All cages must have support bars across top of front windscreen and also between main hoop of cage 2/3rds from base of seat and no more than 75mm clearance between rear of seat and bar, in case of seat failure. Other recognised cages at scrutineers discretion. Scrutineers decision is final.

Bends formed in roll cage pipe must be smooth and uniform and to be not less than 0.9 of the original pipe OD size.



All vehicles to run adequate roll cage padding, to protect occupant's heads and body parts e.g. elbows.



(Diagram 1)

### **3.3.7 Tyres**

Tyres must be cross ply or standard radial ply. The use of worn Rally Tyres is permitted.

### **3.3.8 Wheels**

Fender Benders are allowed to use mag wheels, provided they are of standard diameter and tyre widths.

### **3.3.9 Brakes**

All vehicles shall be equipped with four braking wheels to enable the vehicle to stop effectively at the discretion of the scrutineer.

### **3.3.10 External Bars**

No extra external bars or pipe work to be added to the car.

### **3.3.11 Glass**

All glass must be removed from the car. Internal rear view mirror may remain.

### **3.3.12 Doors**

All doors must be secured. (Chained, welded or U bolted).

### **3.3.13 Exit**

Driver exit must be a minimum of 0.360sq metres.

### **3.3.14 Hubcaps**

No tow ball, tongue or hubcaps.

### **3.3.15 Bonnet**

Bonnets must be chained, tied or bolted, or firmly secured.

### **3.3.16 Harness**

Approved motorsport harnesses must be used in all Fender Benders and must be mounted correctly.

All Race Harnesses are to be 75mm wide, and if a Crutch Strap is used, to be a minimum of 45mm wide.

All Fender Benders are to run window nets, these must be of approved Safety Standards, They must be removable at the top so access can be gained through the driver's window.

### **3.3.17 Differential**

Locked Differentials and LSD are allowed.

### **3.3.18 Intrusion Bars**

Hip intrusion bars must be fitted at a position not lower than level with drivers legs (knees to hip). Hip plates if fitted to be a minimum of 3mm (1/8") thickness, 300mm (12") high and 600mm (24") long welded on three sides.

OR

Cross bars in the door area may be mounted between front hoop and centre hoop. First bar to be mounted at hip height or 350mm from floor level (which ever is the more suitable) on centre hoop and sloped down to join front hoop at floor level. Second bar to start at the same height as first, welded to front hoop and dipped down to meet centre hoop at floor level. Pipe to be 2mm x 34mm minimum. Triangles of 2mm sheet and centre square to help join plates recommended.

### **3.3.19 Firewall**

The driver must be completely isolated from driveline by adequate firewall and transmission cover.

### **3.3.20 Fuel**

Petrol caps must be screw on or locking, and firmly secured, no rubber fuel caps permitted. No plastic fuel lines. Any glass fuel pump bowl to be protected to scrutineers satisfaction.

### **3.3.21 Exhaust / Mufflers**

All exhaust systems must extend to rear of the driver's seat, and face away from the driver's door.

All participating race cars must run mufflers. Max 95 db.

### **3.3.22 External Steelwork**

No car will be permitted to have any external steel work including tow bars with the exception to front and rear bumpers, which must be standard.

### **3.3.23 Windscreen Mesh**

To protect driver from flying objects, a steel mesh, mesh to be 150mm x 150mm (6" x 6") max. must be secured half way across windscreen on driver's side. (Other clubs use 75mm x 75mm and a minimum wire size of 2.6mm.

### **3.3.24 Carburettor/Throttle Body**

Two return springs to be fitted in a manner so as to close throttle shaft.

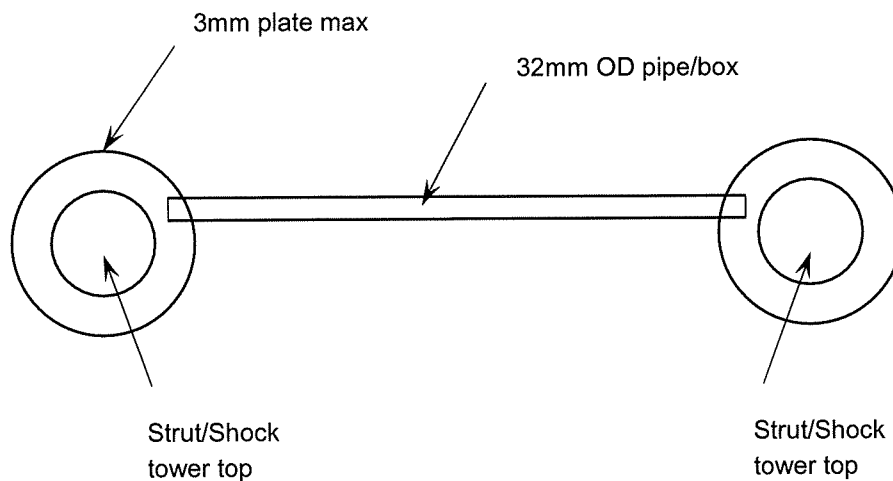
### 3.3.25 Numbers

All racing cars must have their official racing number marked clearly on both sides of the car, and on the roof on a tin-plate (minimum size 300mm x 300mm (12" x 12") attached upright on roof, behind driver's seat. It is the competitor's responsibility to ensure that the competition numbers remain legible. While racing competition numbers must be clearly visible to officials and lap scorers, failure to comply may result in points not being awarded.

### 3.3.26 Extra Steelwork

A Bar may be fitted between the chassis rails within the engine bay area. It may be a maximum of 38mm outside diameter and mounted with 100mm x 100mm x 5mm plates on the chassis only.

A Strut Brace may be fitted between the Front Suspension Towers. (See diag below) To consist of a Plate Max 3mm thickness to be welded/bolted to each Strut/Shock Tower area and be connected with a 32mm OD Pipe/Box. No other pickup points will be permitted.



## 3.4 Modified Construction

### 3.4.1 Chassis

Chassis may follow builder's own design using appropriate materials (e.g. steel, alloys) but must include roll cage as part of chassis. A Speedway recognised chassis may run under roll cage rules applicable to their construction rules. **Modified Class shall race in an Anti Clockwise Direction.**

### 3.4.2 Roll Cage

Roll cage to have full 6 point roll cage to be securely welded to chassis. Main hoop/hoops to be 38mm O.D. x 3mm wall pipe, mild steel or stronger, with optional angle brace in hoop, lateral supports front and back, with front supports to have spreader bar across top of windscreen. All braces and supports to be 32mm O.D. x 3mm wall, all pipe sizes are minimum. Roll cage is at the scrutineers discretion. Chassis design must also be approved by the scrutineer.

### 3.4.3 Engines

The engine may be placed anywhere within the chassis provided the safety regulations are adhered to.

### 3.4.4 Transmission

The transmission may be set up in any way required. Transmission must be covered by a floor plate, with the bell housing covered by a scatter shield covering the top 180° degrees of the bell housing extending a minimum of 200mm from rear of engine block, made of ¼" plate or metric equivalent (6mm). Transmission is at Scrutineers discretion.

### 3.4.5 Differential

Once again the differential may be set up in any way desired, but the drive shaft must have a safety loop placed immediately behind the gearbox yoke to prevent the drive shaft digging into the track should the universal break.

### 3.4.6 Body

Body can follow any design desired but must at least contain a bonnet and firewall. The driver must be protected from all mechanical parts.

### 3.4.7 Battery

The battery may be placed within the driver's compartment, but must be completely covered by appropriate material e.g. battery box, and securely mounted. If placed elsewhere the battery may be exposed but must again be securely mounted.

### 3.4.8 Fuel Lines

Fuel lines must be of an approved material and securely and correctly installed. **No plastic lines or Plastic Fuel Filters.** No fuel lines in the driving compartment unless covered with approved material; e.g. aluminium or panel steel. Fuel caps must be screw on, or locking, and firmly secured. No rubber fuel caps permitted. If there is a glass pump bowl this must be protected to scrutineers satisfaction.

### **3.4.9 Bumpers**

This class may have front and back bumpers of diameter no more than 38mm (1 1/2") max or box section OD. Bumper must have capped ends.

### **3.4.10 Mufflers / Exhaust**

All exhaust systems must extend to the rear of the driver's seat, and face away from the driver. All participating cars are to run mufflers. Max 95db.

### **3.4.11 Carburettor / Throttle Body**

Two return springs to be fitted in a manner so as to close the throttle shaft.

### **3.4.12 Fire Extinguishers**

All cars or race vehicles to carry a fire extinguisher as per club specifications.

### **3.4.13 Methanol**

Cars running methanol are to display the letter "M" in fluorescent paint on their cars. The driver must notify the Head Scrutineer and the Clerk of the Course that they are running methanol.

All drivers must wear full length, long sleeve Proban Nomex blend (or material possessing the same protection rating) protective clothing with close fitting fronts, cuffs and ankles. The wearing of flame retardant gloves while driving in competition and practices is compulsory.

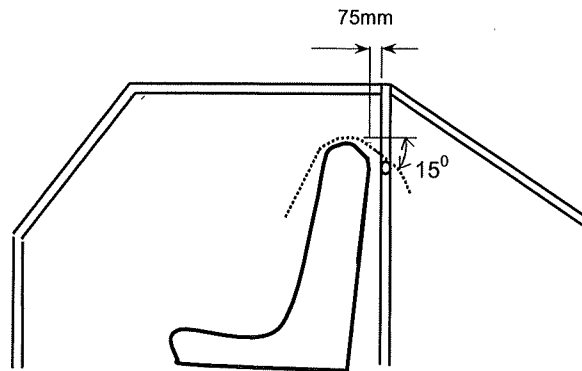
The use of flame resistant Balaclavas is optional.

### **3.4.14 Floor Pan**

All vehicles must have sufficient floor pan under the driving area e.g. from the pedals to the rear and covering the full width of the frame for driver/passenger protection.

### **3.4.15 Seats and Restraints**

- a) All seats must be securely mounted.
- b) Recliner style seats shall have a restraining bar no more than 75mm clearance between rear of seat and bar, to prevent rearward collapse of seat back.
- c) An approved motorsport harness is a requirement. All Harnesses to be 75mm and if a crutch strap is used a minimum of 45mm.
- d) Safety harnesses shall be fastened to seat belt frames or supports.
- e) Mounting points to be secured to vehicle frame chassis.
- f) All restraints to approved manufacture. All seat belts to be manufactured to N.Z. Safety or approved overseas Safety standards. No seat belts to be modified or resewn.
- g) Inertia reel belts are not permitted.
- h) Shoulder strap mounting points for conventional seats are to be positioned so that straps are not more than a 15 degree downward angle from a horizontal plane extending from the occupants shoulder, to the bar.



- i) All vehicles are to be fitted with headrests to help reduce the chance of neck injury in front and rear collisions.

### 3.4.16 Fuel Tanks

These may be moved, but must be isolated from the driver by a leak proof metal cover or firewall e.g. steel or aluminium, and secured.

If a rear mounted tank or "cell" is higher than shoulder height the firewall must be extended at least 25mm above the fuel tank or "cell".

### 3.4.17 Oil Lines, Water Pipes and Radiators

- a) All external oil lines are to be of approved oil resistant pressure hose securely fixed.
- b) All water pipes are to be securely fixed, and of approved type.
- c) Radiators are to be securely fixed and equipped with approved caps.
- d) All overflow pipes are to exit well away from the driver.

### 3.4.18 Nerf Rails

All open wheel race vehicles to be fitted with nerf rails which cover 80% of the rear tyre with 50% between front and rear wheels.

### 3.4.19 Kill Switch

A kill switch must be fitted within reach of the driver when belted in. The kill switch must stop the motor immediately when switched off. In the case of a magneto, a kill switch must also be fitted to kill the magneto.

### 3.4.20 Brakes

All vehicles to have adequate braking to the scrutineers discretion.

### 3.4.21 Racing Numbers

All cars must have their official racing number marked clearly on both sides of the car and on the roof with the bottom of the number facing right side of car and no less than 400mm in length. It is the competitor's responsibility to ensure that the competition numbers remain legible. While racing competition numbers must be clearly visible to officials and lap scorers, failure to comply may result in points not being awarded.

## **3.5 Offroader Construction**

### **3.5.1 Construction**

A rear or mid-engine vehicle with drivers seat in front of the engine and gearbox, but not exceeding 70% of the wheel base length forward of the rear axles, as measured from the centre of the rear wheels to the front edge of the seat. All vehicles must have four wheels and be rear wheel drive.

### **3.5.2 Batteries**

All batteries must be securely mounted; batteries may be mounted in the driver's compartment, so long as anchorage, cover and positioning are to the scrutineers satisfaction.

### **3.5.3 Bodies**

All body panels must be securely mounted to frame or chassis.

All driving compartments must have solid floor

### **3.5.4 Brakes**

Vehicles must be fitted with four wheel braking.

All brake lines must be securely fitted to vehicle.

All flexible lines to be of good condition.

No perished or chafed hoses to be used.

### **3.5.5 Electrical System**

All wiring and connections shall be insulated and free from chafing and direct heat.

Wiring looms shall be adequately supported and tied.

Battery kill switch must be fitted – see batteries section.

### **3.5.6 Fuel Lines**

All fuel lines shall be firmly clamped to the chassis or frame.

All fuel lines shall be approved types.

Flexible lines between body/frame/engine shall be securely clamped at each end and free from direct heat and chafing.

All in line fuel filters must be constructed of metal.

No sight level gauges shall be permitted.

### **3.5.7 Fire Extinguishers**

All race vehicles to carry fire extinguisher/s as per club rules.

### **3.5.8 Numbers**

All racing cars must have their official racing number marked clearly on both sides of the car. It is the competitor's responsibility to ensure that the competition numbers remain legible.

While racing competition numbers must be clearly visible to officials and lap scorers; failure to comply may result in points not being awarded.

### **3.5.9 Firewall**

All vehicles must utilise an all-metal firewall to separate the driver's compartment from any danger of fire from the engine.

If a rear mounted tank or "cell" is higher than shoulder height the firewall must be extended at least 25mm above the tank or "cell."

### **3.5.10 Floor Plan**

Vehicles must have sufficient floor pan under the driving area, e.g. from the pedals to the seat rear and covering the full width of the frame, for protection.

### **3.5.11 Seats and Restraints**

- a) All seats must be securely mounted.
- b) Recliner style seats shall have a restraining bar, of no more than 75mm clearance between rear of seat and bar, to prevent rearward collapse of seat back.
- c) An approved motorsport harness is a requirement. All Harnesses to be 75mm and if a crutch strap is used a minimum of 45mm.
- d) Safety belts shall be fastened to seat belt frames or supports.
- e) Mounting points to be secured to vehicle frame chassis.
- f) All seat belts to be manufactured to NZ Safety or approved overseas Safety Standards. No seat belts to be modified or resewn.
- g) Inertia reel belts are not permitted.
- h) Shoulder strap mounting points, for conventional seats, are to be positioned so that straps are not more than 15 degree downward angle from a horizontal plane extending from the occupants shoulder to the bar.
- i) All vehicles are to be fitted with head rests to prevent help reduce neck injury in front and rear collisions.

### **3.5.12 Exhaust / Mufflers**

All exhaust systems must extend to the rear of the driver's seat, and face away from the driver.

All vehicles must have a muffler. Max 95 db.

### **3.5.13 Fuel Tanks**

- a) All fuel tanks must be fitted with a breather that will NOT release fuel in the event of rollover, one and a half times round the tank.
- b) All fuel tanks to be securely mounted within the confines of the main frame.
- c) All fuel tanks must be equipped with a filler cap which is fuel tight and mounted within the confines of the frame.
- d) No rubber filler caps.

### **3.5.14 Oil Lines, Water Pipes and Radiators**

All external oil lines are to be of approved oil resistant pressure hose, securely fixed.

All water pipes are to be securely fixed and of approved type.

Radiators are to be securely fixed and equipped with approved caps.

All overflow pipes are to exit well away from the driver.

### **3.5.15 Roll Cages**

All roll cages shall be constructed in such a manner that all parts of the driver/passenger, when seated and strapped in with helmets, are contained inside it, and no closer than 50mm to any part.

A roll cage shall consist of:

- a) A rear hoop positioned behind the driver and passenger seats, and mounted to the vehicle chassis. A front hoop sufficiently forward to contain the driver and passenger mounted to floor chassis.



## 3.6 Streetstock Construction

### 3.6.1 Specifications

Only modifications specially mentioned in this section is approved – no other modifications are allowed.

### 3.6.2 General

All glass (except rear vision mirrors), headlights, upholstery, and potentially inflammable material, must be removed. Instruments with glass allowed at scrutineers discretion. Only blue, white or green instrument and warning lights allowed.

### 3.6.3 Body

- Only approved saloon, station wagon, coupe or van bodies are allowed. Body shape is not to be altered, apart from slight cut away to allow easy access for wheel changing. Boot lids may be welded to the body around their perimeter, provided that a readily detachable panel, 600mm wide by 400mm deep is provided in the boot lid for inspection purposes. Seam welding of inner panels to chassis rails is optional.
- Panel steel on cars to be 1.2mm maximum thickness. Inner guards must be original.

### 3.6.4 Doors

All doors must be welded or bolted securely so as to prevent opening. Adequate window openings shall be provided to allow access to the interior of the car, exits to be not less than 0.360sq metres in area.

### 3.6.5 Firewall

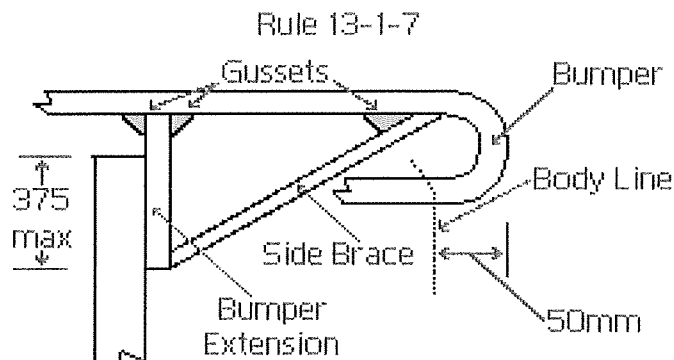
Adequate metal firewall must be fitted to completely isolate driver from the engine compartment.

### 3.6.6 Suspension

Suspension must not be changed but may be lowered. Spring hangers may be inverted to achieve this lowering. Front wishbone may be reinforced.

Rear springs: To be mounted on original place on chassis NOT inside the boot.

### 3.6.7 Bumpers

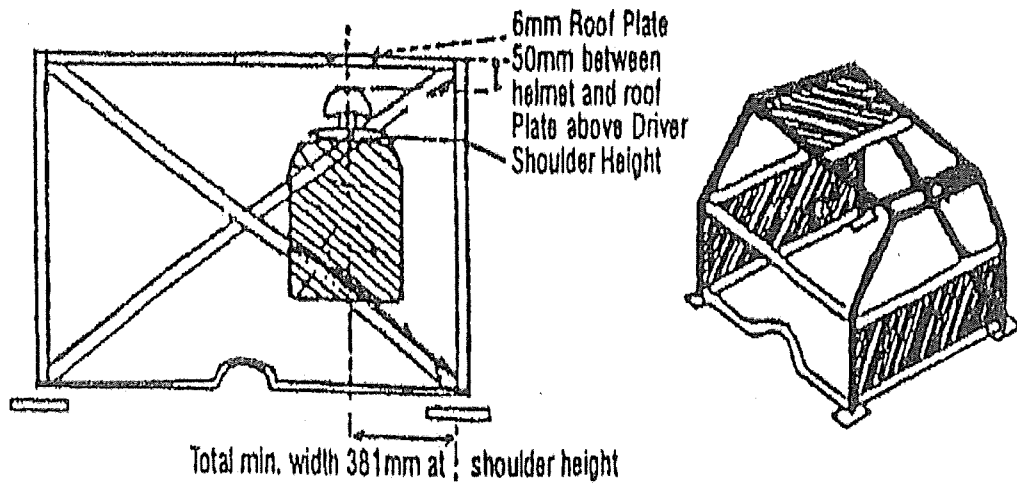


(Diagram 2)

- b) At least two interconnecting bars at the outermost extremities.
- c) At least two longitudinal rear braces connecting the uppermost corner of the main hoop to the floor chassis.
- d) Diagonal bracing within the main hoop.
- e) Hoops and supports to be 38mm OD pipe, 1.6mm wall minimum.

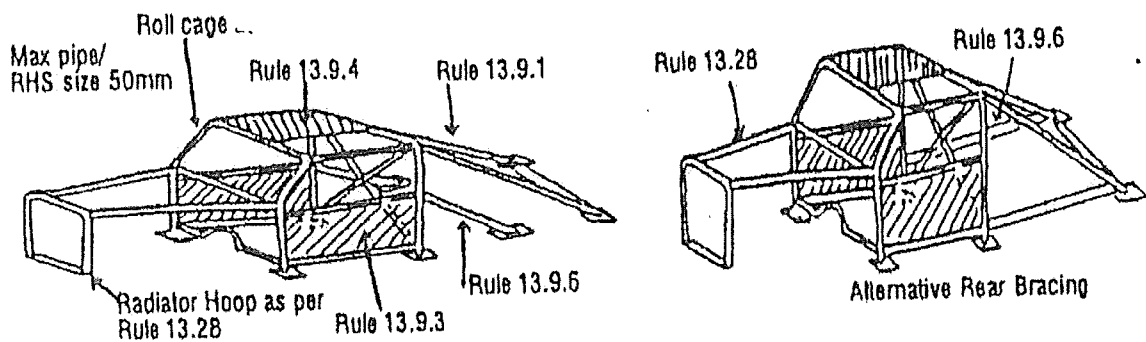
### **3.5.16 Nerf Rails**

All open wheel race vehicles to be fitted with nerf rails which cover 80% of the rear tyre with minimum of 50% between front and rear wheels.



(Diagram 4)

b) The roll bar must be securely welded and braced to the chassis. Where attached to the floor a plate 250mm x 150mm must be welded to roll cage and bolted to the floor and be further secured by diagonal cross brace as per sketch. Roll Bar to be full width of car.



(Diagram 5)

c) A steel plate of 3mm thickness and 381 mm minimum height must be attached to the front and rear roll bars and floor, on both sides to protect hips and feet (as defined in sketch). Plates to be welded on four sides. No holes permitted in plates. Driver's doorplate may be curved around the rear of roll cage behind driver's seat, only to be welded to roll cage.

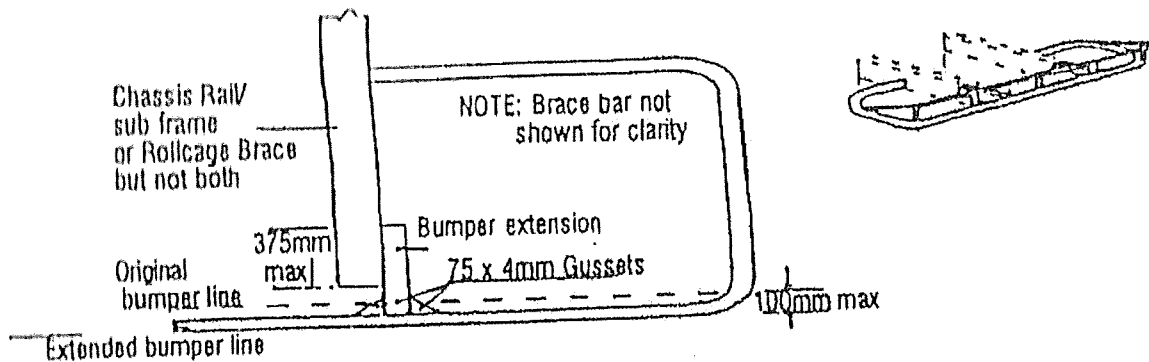
d) The roll cage must be reinforced above the driver's head with steel plate of 6mm thickness. Minimum size to be 400mm square and welded continuously on all four sides to the cage, (it shall not have lightening holes cut into plate whatsoever) to provide ample protection for the driver's head.

e) A scrutineer may drill a 6mm (1/4") diameter hole for inspection anywhere in roll cage or plating.

f) Brace from rear of roll cage to floor pan/chassis forward of rear axle, or brace from rear of roll cage along floor pan to bar behind axle. See Diagram. This latter bar may be welded (not stitched) to the chassis with no more that 250mm of continuous weld. (Between rear bumper and roll cage). Bars must be a maximum of 50mm pipe or RHS.

- a) **Front Bumpers:** (Diag 2) Can be extended forward of the original bumper position by 100mm, by using maximum 50mm OD pipe or RHS, or angle iron. This must not extend more than 375mm along the chassis rail. As well, a length of 50mm OD pipe or RHS (maximum) may be placed behind the front bumper, the welds to the chassis extension may be gusseted with 75mm x 4mm (maximum) gussets, (bumper gussets to be allowed on all four bumper extensions), there may also be one brace each end, connected onto the chassis rail mount. Bumper ends to be rounded and curved back in towards car.
- b) **Rear Bumpers:** (Diag 3) 50mm OD pipe or 50mm OD RHS maximum covered by original car bumper or similar, to be securely welded.
- c) Extended along side of car to wheel arch. Ends of pipe to be curved and go in to body. Ends may be attached to the chassis rail.

Rear Bumper may be gusseted to bumper extension. (Gussets to be same size as front). Also rear bumper bars to extend no more than 100mm backwards than original.



(Diagram 3)

- d) 25mm OD pipe or square maximum badge bar. Bottom of bar to top of bumper pipe to be 150mm maximum. The badge bar may be connected to the bumper in up to seven places using the same material as the badge bar. Plating between the two bars is not permitted. But original car bumper or similar may be welded to badge bar and bumper. Rear bumper mounts may also be attached to the rear roll cage brace along floor pan.
- e) Front and rear bumper pipe or RHS may be welded to the body as they pass through the body panel to the chassis rails to prevent body panels being torn off.

### 3.6.8 Roll Bars

- a) Substantial interior roll bars, to be constructed of minimum of 50mm diameter if galvanised pipe, or 38mm x 3mm OD wall, if constructed of black pipe or RHS, must be fitted above the driver's normal seated position.

In addition, a brace may be fitted from rear of roll cage to floor or chassis behind rear axle on both sides. A further tube may be fitted to connect these two tubes at the rear. The brace from rear of roll cage to floor or chassis should not be crossed.

### **3.6.9 Seating, Headrest and Safety Harness**

a) The driver is the only permitted occupant of the car. The driver's seat shall be of steel backed bucket type, incorporating a headrest constructed of 3mm minimum plate to a minimum size of 280mm width, and 150mm depth, corners rounded off, surface padded, securely bolted or welded to the floor and/or integral bar work.

Standard single seat may be used provided that it has a head rest and support bar behind seat. Recliner style seats shall have a restraining bar, no more than 75mm clearance between rear of seat and bar, to prevent rearward collapse of seat back.

b) Vehicle shall be fitted with a quick release full harness safety belt of APPROVED MANUFACTURE which must be securely attached to the structure of the vehicle by a minimum of 12mm bolts. Optional 7/16" black 'D' Shackle (not galvanised) may be used in conjunction with the 12mm bolts, which must allow the belts to swivel. The belts must be worn by the driver at all times he occupies the vehicle.

Shoulder straps must be anchored or pass through guide plates within 250mm of the back of the seat. Seat belts must be approved by the scrutineer for condition and fit.

### **3.6.10 Rear Vision Mirrors**

One or two steel backed mirrors may be fitted. The mirror/s head must be in the interior of the car and be no closer than 450mm from the driver.

### **3.6.11 Steering Wheels**

The use of wood-rim steering wheels is prohibited.

### **3.6.12 Fire Extinguishers**

All cars are to carry extinguishers as per club Rules.

### **3.6.13 Racing Numbers**

All cars must have their official racing number marked clearly on both sides of the car, also number to be on a tin plate (minimum size 300mm x 300mm (12" x 12")) attached upright on the roof behind the driver's seat. It is the competitor's responsibility to ensure that the competition numbers remain legible. While racing competition numbers must be clearly visible to officials and lap scorers, failure to comply may result in points not being awarded.

### **3.6.14 Fuel Tanks**

a) Standard tanks must be relocated and one steel tank of not less than 1.2mm thickness and not more than 22 litres (5 gallons) capacity installed. Tank seams and fittings must not be soldered. An efficient on/off tap must be fitted directly into the tank. A second tap for the driver's use is optional. The tank must be fitted with a metal screw on cap and also be fitted with a steel or copper air vent pipe, coiled once horizontally around the tank, fixed firmly to the tank, then passing through the floor boards of the vehicle, to a distance of not less than 50mm (2"), and not more than 200mm (8").

Fuel line from the tank to engine compartment to pumps and carburettor may be of armoured flexible construction, provided that no plastic, or reinforced plastics, or nylon, or reinforced nylon are used.

Fuel tanks may be fitted in the boot area, provided that it is as far forward as the rear seat frame allows, and to the centre of the vehicle.

b) Standard tanks must be removed. The standard tank if appropriate may be relocated and mounted centrally as close as possible to rear firewall inside of boot (not inside rear guard) and fillers not connected to guard OR a more suitable tank may be used e.g. different make or model of car.

### **3.6.15 Battery**

The battery must be securely mounted inside a stainless steel, aluminium or steel box, or not less than 1.2mm thickness or a steel framed wooden box. Such boxes must be fitted with a secure lid.

### **3.6.16 Self-Starter**

The self-starter must be in working order. Cars must leave pits and starting line under their own power.

### **3.6.17 Wheels**

Original road wheels as per original model must be used. Optional 10mm rod may be used on outside rim edge and welded full circumference. No widened wheels permitted. Original offset must be retained.

### **3.6.18 Tyres**

Standard road tyres, worn rally tyres or tyres grooved to similar pattern allowed. No winter type treads e.g. Town and Country, Sherpas.

Tyres may be grooved to original tread patterns, maximum width of groove 10mm. No cross grooving of tyres allowed.

### **3.6.19 Brakes**

All cars must have four braking wheels and maintained in perfect working order at all times.

### **3.6.20 Engine**

Vehicles may run with non standard running gear and mountings, any type of motor in to car, as long as it is the same make as the vehicle, e.g. Chevy or GM into Holden, Mopar into Valiant etc – but only V8 motors into cars that come out with factory V8 option.

Apart from as allowed for in (a.) engines must not be otherwise modified. In addition to the normal engine mounts or steel mounting, an optional steel wire or strap may be fitted across the top of the front of the motor, from chassis rail, to chassis rail to prevent excess movement.

### **3.6.21 Clutches**

Any type of clutch mechanism may be fitted, e.g. cable or hydraulic systems.

### **3.6.22 Gearboxes**

Original gearbox must be used, but may be fitted with a single or double stick control through the floor.

### **3.6.23 Carburettor**

Only original carburettors are to be used with no modification whatsoever.

### 3.6.24 Exhaust Manifolds

Stock or free flow exhausts are permitted. Exhausts must be extended at least 450mm (18") past the firewall. All participating cars are to run mufflers, Max 95 db.

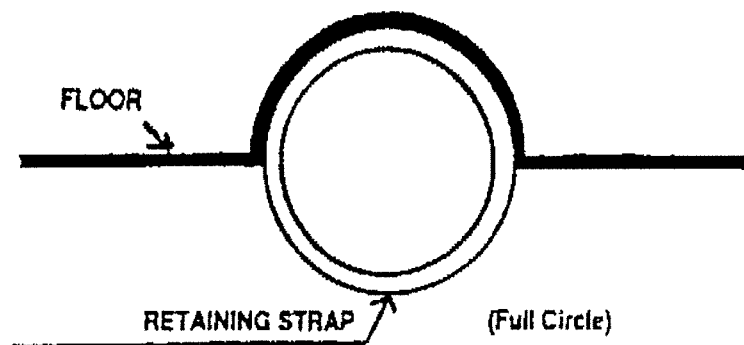
### 3.6.25 Fuel

Only pump petrol allowed, maximum 96 Octane. No additives whatsoever.

### 3.6.26 Differentials

Locked differentials are not allowed.

Driveshaft loop (Diag 6) Made of full circle steel constructed must be fitted in such a way, so as to retain the front end of the driveshaft, should it become dislodged from the gearbox.



(Diagram 6)

### 3.6.27 Floor Plate

A steel plate of 3mm thick may be fitted from the rear of the driver's seat to forward of the driver's feet. Steel plate is optional under driver's seat.

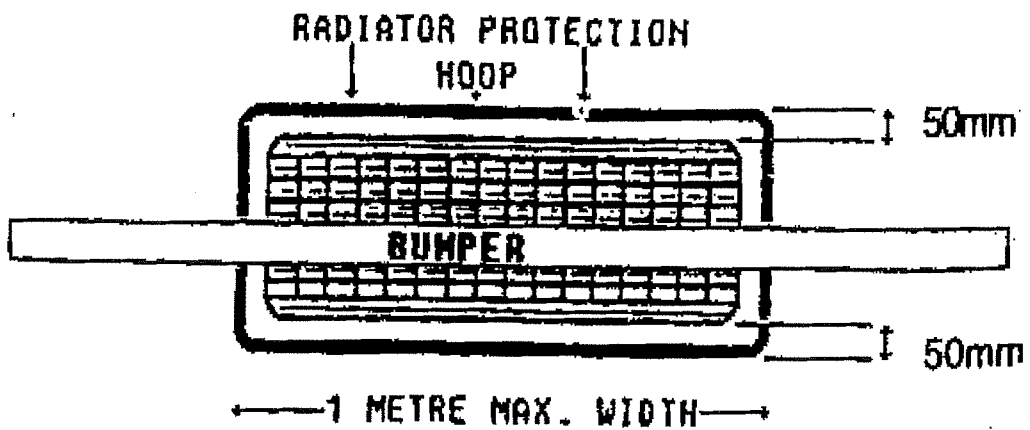
Floor plate if fitted to be a minimum of 455mm wide and a maximum of 750mm long.

### 3.6.28 Radiator Protection Hoop

Hoop may be extended to totally surround radiator. Top of hoop must be no higher than 50mm from top of radiator. (Diag 7)

Bottom hoop is to be no lower than 50mm from bottom of radiator.

The foremost part of the hoop must not be more than 100mm forward of the foremost part of the radiator. The bottom of the hoop may be attached to either the bumper mounting brackets, or the chassis rail, but not to the bumper itself. Cross braces may be fitted inside the hoop and the front of the hoop may be covered with wire mesh. This hoop, may be braced to the roll cage, with one bar either side, maximum 1m width apart at radiator hoop end (ref. Diagram) All tubular reinforcing bars permitted within these rules to be 50mm maximum. Note; maximum of 50mm RHS.



(Diagram 7)

### 3.6.29 Radiator

Any make or model of standard car radiator may be used.

Sump guards may be fitted, to be constructed of maximum 3mm plate, and attached to the engine or front cross member only, restricted in size to no greater area than the sump.



## **3.7 Specially Built Demolition Derby Cars**

### **3.7.1 Construction**

Cars must be standard production cars as per the year and model. No modifications other than listed below. Cars must be standard construction design, i.e. no shifting of radiators.

### **3.7.2 Roll Cage**

Roll cage to be a minimum of: a single hoop, 2 backstays, bar behind drivers seat, with intrusion bars being optional – build material 38mm O.D. pipe. The roll cage is at the scrutineers discretion.

### **3.7.3 Fuel tanks**

This must be isolated from driver.

### **3.7.4 Battery**

The battery may be placed within the drivers compartment, but must be completely covered and securely mounted. If placed elsewhere the battery may be exposed but must be securely mounted. Preferably in a marine battery box.

### **3.7.5 Tyres**

Tyres must be cross ply or standard radial ply. Competitors using block Patterns, which are usually reserved for mud, snow or rally racing will not be allowed to race.

### **3.7.6 Wheels**

Cars are allowed to use mag wheels on their cars provided they are of standard diameter and tyre widths.

### **3.7.7 Brakes**

All vehicles shall be equipped with four braking wheels to enable the vehicle to stop effectively, to the satisfaction of the scrutineer.

### **3.7.8 External bars**

No extra external bars or pipe work to be added to car.

### **3.7.9 Glass**

All glass must be removed from the car, internal rear view mirror may remain.

### **3.7.10 Doors**

All doors must be secured (chained, welded or U bolt).

### **3.7.11 Exit**

Drivers exit must be minimum of 0.360sq metres.

### **3.7.12 Hubcaps etc**

No tow ball, tongue or hubcaps.

### **3.7.13 Bonnet**

Bonnets must be chained, tied or bolted.

### **3.7.14 Harnesses**

An approved motorsport harness in all cars must be securely mounted.

### **3.7.15 Differential**

No locked differentials. LSD allowed if original.

### **3.7.16 Cooling system**

The driver must be completely isolated from the motor cooling system and driveline, by adequate firewall and transmission cover.

### **3.7.17 Exhaust**

All exhaust systems must extend to rear of the drivers seat, and face away from the drivers door.

### **3.7.18 External steelwork**

No car will be permitted to have any external steel work, including tow bars with the exception to front and rear bumpers, which must be standard.

### **3.7.19 Mufflers**

All cars must run mufflers. Max 95db

### **3.7.20 Carburettor**

Two return springs to be fitted in a manner so as to close the throttle shaft.

# 4 CLASS RACING RULES

---

## 4.1 Juniors Class

Drivers in the Junior Class can participate from their 13th birthday to the end of the season that their 17th birthday falls (track season being December to April).

Juniors may only compete on the condition that they have the necessary skills as determined by the Clerk of the Course.

Junior drivers must be under the supervision of a recognised driver who will act as a passenger for the duration of each race.

Third year Juniors have the option of competing without a recognised co-driver (under the agreement of the Clerk of the Course).

All Juniors cars are to have at least one working Brake/Stop light, mounted in the high stop area or other position within the rear window area, for the track only

Cars and drivers must comply with General and safety rules.

## **4.2 Fender Bender Class**

1. No passengers.
2. No cars shall participate in any race with loose objects be it inside or outside of the car.
3. No straight-line railroading of cars in to infield or outfield. Racing to remain on track.
4. No shunting front and rear.
5. All drivers must wear crash helmets – must meet NZS 1884 or 1885 or required standards, overalls, socks and lace up shoes or footwear approved by the scrutineer, neck brace. See Safety for Car and Drivers and passengers.
6. Inertia reel belts are not permitted.
7. All drivers must attend the drivers briefing which shall be held before the first race.
8. No car shall race unless passed by the scrutineer.
9. Drivers are required to respond to the flags and adhere to the directions or rulings of the Clerk/s of the course.
10. The driver of any vehicle which makes deliberate contact with any other competitor from/and on the centre of the field, may be subject to the appropriate penalty at Clerk/s of the Course discretion. If a car is forced, spun, or driven infield during racing, it must return to the track in the same straight or corner in which it left the track, but must NOT drive onto track in front of any oncoming vehicles.

## 4.3 Streetstock Class

1. No passengers.
2. No cars shall participate in any race with loose objects be it inside or outside of the car.
3. No straight-line railroading of cars in to infield or outfield, racing to remain on track.
4. All drivers must wear crash helmets which must meet NZS 1884 or 1885 or required standards, overalls, socks and lace up shoes or footwear approved by the scrutineer, neck brace. See Safety for Car and Drivers and Passenger.
5. All drivers must attend the drivers briefing which shall be held before the first race each meeting.
6. No car shall race unless passed by the scrutineer.
7. Drivers are required to respond to the flags and adhere to the directions or rulings of the Clerk/s of the Course.
8. The driver of any vehicle which makes deliberate contact with any other competitor from/and on the centre of the field, may be subject to appropriate penalties at discretion of Clerk/s of Course .If a car is forced, spun or driven infield during racing, it must return to the track in the same straight or corner in which it left the track, but must not drive onto track in front of any oncoming vehicles.
9. Racing contact of vehicles engaged in Street stock racing is permitted, but deliberately forcing others cars into banks, drains etc. or excess attacking is not allowed.

## **4.4 Fender Bender / Streetstock Teams**

1. No more than 5 (five) cars per team, with minimum of 2 (two) and a maximum of 4 (four) per teams race.
2. Cars are to be in team colours (team colours may not be reversed to make two teams).
3. One team member being black flagged for their own driving offences, results in the whole team being disqualified.
4. Teams races are raced in conjunction with Club's Rules and Regulations.
5. Only cars signed up and registered for Teams Race before 12 noon on race day is eligible to race, no substitutes permitted.
6. All cars are required to have raced at least once in the day's race before competing in Teams event.
7. No one may enter two cars with identical numbers, or keep one car solely for teams races.
8. Winning team is the first car for the team over the line at completion of race. All cars finishing race will accumulate points for Teams Trophy.

## 4.5 All In Teams Racing

1. A maximum of four cars per team, with ONE car per class allowed. The following classes are eligible:  
4cyl, 6cyl, 8cyl, Modified, Off-roader.
2. For a team to race there must be a minimum of two cars per team.
3. Only eight teams may compete per meeting, with those eight being drawn from a hat if more than eight have registered.
4. The whole team must be registered for the season either on first day of season, or the first day the team competes during that season. No substitutes allowed.
5. On race days the participating team members must be registered and signed up with race control before 12 noon. No changes to the team can be made once the team is enrolled.
6. Winning team for team's race is the team with the best point's average.
7. One team member being black-flagged for their own driving offences, results in the whole team being disqualified.
8. All cars are required to have raced at least once in the days race programme before competing in Teams race.
9. No-one may enter two cars with identical numbers, nor keep one car solely for teams race.
10. Teams races are raced in conjunction with Club's Rules and Regulations.

## **4.6 Specially Built Demolition Derby Cars**

1. Black flag must be obeyed.
2. Lights and flags must be obeyed.
3. No contact on drivers door.
4. No reverse driving – no driving in reverse gear or opposite direction, unless specifically directed by Clerk/s of course.
5. No stopping to wait for cars.
6. No crossing through centre of track, racing to remain on track.
7. Specially built demolition derby cars may not compete in any other events.
8. The Derby is a race controlled at the discretion of the Clerk/s of the Course.
9. Demolition Derby is to be run as a demolition, i.e. forced contact and not run as a lap race.
10. All Club Rules and Regulations apply.
11. Cars stopped for longer than 2 minutes will be eliminated.
12. The last moving car is the winner of the derby.