

Demolition Derby FAQs

Q1: Rules state a kill switch must be installed for all cars. Is a battery isolator with EFI vehicles acceptable?

Answer:

Under the AgShows NSW Demolition Derby rules, an effective kill switch is required so that the vehicle can be shut down quickly by officials in an emergency.

For EFI vehicles, a battery isolator is acceptable, provided it completely shuts down the engine and all electrical systems when operated.

The key requirement is that the switch:

- Stops the engine immediately
- Cuts all electrical power
- Is clearly marked “KILL SWITCH”
- Is mounted in the centre cowl panel and easily accessible to officials

If a battery isolator does not fully shut down an EFI vehicle (due to alternator back-feed), then it would not meet the intent of the rule, and an alternative solution would be required.

Q2: Can I get clarification about the use of the cars existing fuel tank if it is in front of the rear axles. Rather than removing the tank and replacing it with a boat fuel tank or a jerry can that has to be fastened down, can the drivers' leave the existing tank in place if it is front of the axle?

Answer:

To clarify, under the current Competitors Rules, the use of a vehicle’s original fuel tank is not permitted, regardless of whether the tank is positioned in front of the rear axle.

Rule 6.4.1 requires that:

- An approved boat fuel tank or jerry can with a breather must be used, and
- It must be securely fastened in the centre rear of the vehicle in a cradle, where the back seat was.

In addition, Rule 6.4.4 requires the original petrol tank to be removed or punctured with a minimum 12mm hole, and Rule 6.4.5 limits fuel to a maximum of five (5) litres.

The intent of these requirements is consistency, safety, and ease of inspection. Centrally mounted, approved portable tanks:

- Have a reduced span and are less susceptible to impact damage
- Are clearly visible and accessible for scrutineering
- Allow officials to quickly confirm fuel quantity, secure mounting, and compliance
- Remove uncertainty around the condition, internal baffling, and age of original vehicle tanks

While we understand that replacing tanks may involve additional work for competitors, the rule is designed to minimise risk across all vehicle types and layouts and to provide a uniform standard that can be consistently enforced at inspection.

Q3: Are there restrictions on when I can use reverse gear during the event?

Answer:

Yes. Drivers are required to use **reverse gear as the primary method of movement**. Use of first gear is **only permitted to dislodge your vehicle** and must not exceed **two (2) car lengths**. This rule is in place to reduce high-impact collisions and improve safety in the arena.

Q4: What happens if my vehicle stops moving during the event?

Answer:

If your vehicle is **stationary for more than two (2) minutes**, you will be **eliminated from the event**. Officials will monitor stationary vehicles and make a determination based on safety and competition flow.

Q5: When am I required to use the surrender flag?

Answer:

If your vehicle becomes **ineffective** and is no longer able to compete safely or move under its own power, you must **snap off your surrender flag immediately**. This signals withdrawal from the event and allows officials to manage the arena safely.

Q6: Do drivers have responsibilities after the event has finished?

Answer:

Yes. Once directed by officials, drivers are required to conduct a **full sweep of the arena area** associated with their vehicle and **remove any vehicle parts or debris** resulting from the competition.

Q7: Can drivers remain in the arena after the event concludes?

Answer:

No. After the event has finished, **all drivers must leave the arena** when directed by officials. This is required to allow for **post-event activities, including fireworks**, and to maintain safety for all participants and spectators.

Q8: Can concrete or sand remain in the driver's door if the new approved reinforcement is installed?

Answer:

No. The rule prohibiting sand and concrete in doors was introduced in **July 2025** and applies under the current AgShows NSW Demolition Derby Competitor Rules (effective 1 January 2026). Concrete or any other fill cannot remain in the driver's door, even if the newly approved steel plate or RHS bar reinforcement is added. Where concrete is present, it must be removed and the door reinforced using one of the approved methods only. If the concrete cannot be safely removed, the vehicle cannot compete. This requirement applies to all vehicles, including older builds, and is necessary to meet safety and insurance requirements.

Q9: Can I keep my vehicle's original fuel tank if it looks secure?

Answer:

No. The original fuel tank must be removed (or punctured with a minimum 12mm hole) regardless of its position in the vehicle. All competitors must use an approved boat fuel tank or jerry can, securely mounted in the centre rear of the vehicle (where the back seat was), with a maximum of five (5) litres of fuel. This provides a consistent safety standard and allows for easier inspection and emergency access.

Q10: Where must the exhaust exit the vehicle?

Answer:

The exhaust must exit at the rear of the vehicle, behind the back axle. Side exits or exits underneath the cabin area are not permitted. This requirement reduces heat and fume exposure to drivers and officials and improves overall safety in the arena.

Q11: Are pre-run (previously used) vehicles allowed to compete?

Answer:

Pre-run vehicles may be accepted **only at the discretion of the Scrutineer**. If a vehicle is deemed unsafe, excessively damaged, or non-compliant, it will not be permitted to compete. Competitors intending to enter a previously used vehicle are strongly encouraged to submit photos to organisers prior to the event. Scrutineer decisions are final.

Q12: Are Mitsubishi 360 vehicles permitted?

Answer:

No. Mitsubishi 360 vehicles are not permitted to compete under AgShows NSW Demolition Derby events due to safety and structural concerns.

Q13: What is meant by “safety bar work must be compliant”?

Answer:

Only the **mandatory driver safety bars** specified in the rules are permitted. No additional internal or external reinforcement is allowed. All bar work must:

- Match the approved specifications
- Be correctly mounted and bolted/welded
- Have padding on all contact and protrusion points
- Prioritise driver protection above all else

Any bar work that is unsafe, incorrectly installed, or exceeds what is allowed in the rules will result in the vehicle failing scrutineering.

Safety — not vehicle strength — is the purpose of the bar work.