



Worlabby Downhill Challenge

Soapbox Rules

1. DISCLAIMER AND APPLICATION OF RULES:

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of Soapbox racing events, and to establish minimum acceptable requirements for such events. By participating in these events, all participants are deemed to have complied with these rules.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.

They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The Event Organisers shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements.

NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.

Any interpretation or deviation of these rules is left to the discretion of the event officials. Their decision is final.

2. DIMENSIONS AND WEIGHT:

- Maximum overall length - 2500mm
- Maximum overall width - 1500mm
- Minimum track - 700mm
- Maximum weight of vehicle and ballast - 100kg

3. WHEELS:

Vehicles must have at least four wheels.

The wheels must all remain in contact with the ground during normal running.

The wheels must be fixed to a minimum of two axles, or when stub axles are used these must be employed in opposed pairs.

Tires must be in good condition with no visible cracks in the sidewall or tread.

4. BRAKES:

The vehicle must have braking on at least two wheels, which must be on the same axle. The brakes must be capable of holding the vehicle on a dry horizontal road surface, when laden with driver and any ballast, against a horizontal load of 500 Newton's (51KgF) exerted on the front towing eye. The brakes must be designed so that failure of the brake operating on one

wheel does not result in complete, of the braking system. Brakes must not act either on the tires or on the road surface. The primary brakes, should be designed such that they can be operated effectively while keeping both hands on the steering control.

5. STEERING:

The steering must not; be overly sensitive, have excessive free play, or any characteristic tending to promote instability. There must have a rigid mechanical linkage or gearing in the steering so that large inputs produce relatively small steering outputs.

"Rope and plank" steering is not allowed.

"Feet on the front axle" steering is not allowed.

6. DRIVING POSITION:

The driver will ride alone, feet first.

Supine and seated driving positions are allowed.

Prone driving positions are not allowed.

7. BODYWORK AND SAFETY FEATURES:

There must be no sharp edges or protrusions either inside or outside the vehicle.

No glass, Perspex or other materials that would shatter or cause injuries to drivers and spectators in the event of a crash can be used in the construction of the vehicle.

Any steering column, brake lever or other protrusion must be designed so that puncture injuries cannot happen. Bodywork and controls must not impede the driver in exiting the vehicle unaided. Any doors or hatches required for driver access, must be readily operated from both inside and outside the vehicle, without the use of tools. Vehicles must be fitted with a towing eye at the front. To fit the organisers towing equipment this must be made of steel bar of between 6mm and 8mm diameter and have a minimum internal diameter of 12mm. The towing eye must be positioned to allow a towrope to pass freely beneath the vehicle to the rear without fouling the steering or braking systems.

The following safety devise's must be fitted and used:-

- A substantial diagonally braced rollover bar that extends a minimum of 50mm above the helmet of the tallest driver in the team, when he/she is seated normally.
- A second bar that extends a minimum of 25mm above the driver's hands when at a 12 o'clock position on the steering bar or wheel.
- A standard car harness with a minimum of a three point fixing, attached it to the vehicle.

Seat harness must be correctly adjusted for each driver before each race, driver's found to be wearing incorrectly adjusted harnesses, will be disqualified, at the organisers discretion.

8. BALLAST:

Ballast must be solid. It must also be fixed securely to the vehicle e.g. bolted, welded etc.

9. CLOTHING:

It is recommended that Competitors be clothed in robust clothing (either purpose designed such as motorcycle clothing or Karting overalls, or strong overalls over jeans or similar).

1. HELMETS:

The driver must wear a helmet. It must comply with and carry the appropriate markings for any one of;

- BSI 6658-85
- BSI 2495-77
- EN 22.05
- DOT FMVSS 218
- SNELL M2005, M2010, SA/K2005 or K-98
- ACU Approved

The helmet must be in good condition and worn to the manufacturers recommendations. The helmet strap must be worn tight and secured, as designed.

2. GLOVES:

The driver must wear full-fingered gloves all leather or leather and Kevlar gloves or gloves constructed of robust design.

3. FOOTWEAR:

Shoe's must be in a good condition and be laced, buckled or secured as designed. The ankles, must also be protected against abrasion injuries.

4. ELBOW AND KNEE PADS:

Protective padding for the knees and elbows is recommended but not mandatory.

10. SPORTING RULES:

- All entrants must have completed an entry form before their entry can be accepted. In the case of driver(s) who will be under the age of 18 years on the day of the competition, a parent or guardian must attend the event to sign the waiver form.
- Each team will have a maximum of three drivers. There must be a team captain, who will accept responsibility for the conduct of his/her team. The captain must be at least 18 years of age. The captain does not have to be a driver.
- All Competitors' must be ready to commence their runs when asked to do so, by the organisers. In the event that an entrant is unable to complete a run, when asked to do so by the organisers, will miss that round.
- Competitors will be required to comply with the signals of marshals on the course. In the event that an entrant fails to stop when signalled to do so, all members of the team concerned will be eliminated from the event.
- If a competitors has to stop on the course at the request of a marshal he or she will be allowed another attempt on the course without penalty, as soon as is reasonably practical after the incident.
- No wheel tweaking or pushing of the vehicle or driver will be allowed.
- No electrical or mechanical stored energy device(s) may be used to assist or promote movement of the vehicle.

- Adjusting of ballast on vehicles will not be permitted, only ballast added before first weigh in will be allowed. All vehicle weights will be recorded.
- The weight of the vehicle will stay the same for each round .Organisers may use spot checks, any team found cheating will be disqualified.
- Any Driver deliberately crashing into another kart, team will be disqualified from the competition
- Crashing is prohibited, unless necessary.