

# BLUEPRINT FOR SUCCESS

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JULY 2025

#SOAPBOXDERBY2025

AASBD.SOAPBOXDERBY.ORG

Updated: June 23, 2025

# Stock Signage Placement

## STEP THIRTEEN IN OFFICIAL RULEBOOK

Required Items: All-American Soap Box Derby Decals, Signage, Lettering and Decoration (provided by others)  
Signage, Lettering & Decoration

1. Specific areas of the shell are restricted as to the signage, lettering and decoration permitted.  
See Photos # 13.1 Top and Side Views
2. No signage, lettering and/or decoration may cover any screw attachments or body openings.
3. Section A: All-American Soap Box Derby Number\*  
This decal is only necessary for the FirstEnergy All-American Soap Box Derby
4. Section B: Title/National Sponsor(s)\*  
This decal (or these decals) must be put in place for all Local Races, Rally Races and for the FirstEnergy All-American Soap Box Derby.

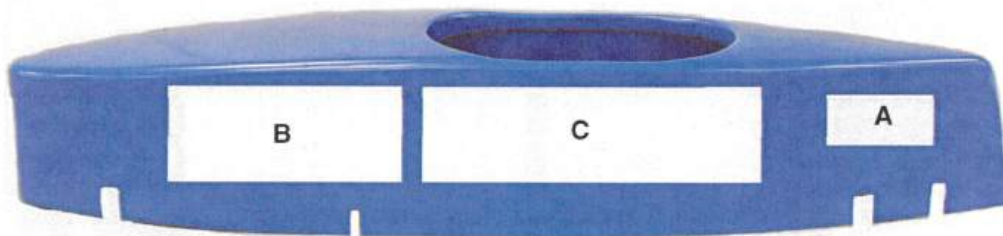


Photo # 13.1 Left Side View

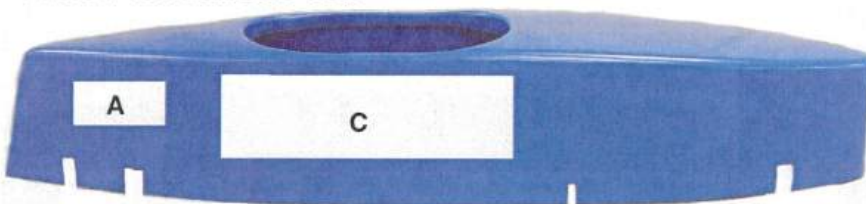


Photo # 13.1 Right Side

# Stock Signage Placement

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## Signage, Lettering & Decoration Continued

- 13.1 Section C: Local Race City Organization OR Rally Region (previously "Rally District")  
This section is approximately thirty (30) inches wide and limited by the height of the shell.

At the FirstEnergy All-American Soap Box Derby, this section must include the participant's Local Race City Organization OR the Rally Region that the participant is representing. Lettering must be a minimum of 1-1/2" in height.

Optional signage, lettering and decoration in this section may include the car's sponsor and/or the participant's name.

\*Decals provided by the International Soap Box Derby, Inc. or your Local Race City Organization





# Super Stock Signage Placement

## STEP THIRTEEN IN OFFICIAL RULEBOOK Signage, Lettering & Decoration

- 13.1 Specific areas of the shell are restricted as to the signage, lettering and decoration permitted. See Photos # 13.1 Top and Side Views

The following decals must be in place during any local, rally, and/or the International Soap Box Derby, Inc. Championship Race:

- A. International Soap Box Derby, Inc. Number\*
- B. Title/National Sponsor\*
- C. Local Sponsor (Race City or Rally Division) International Soap Box Derby, Inc. Logo\*
- D. \*Provided by International Soap Box Derby, Inc.

Optional signage, lettering and decoration may include the car sponsor and/or driver's name. No signage, lettering and/or decoration may cover any screw attachments.

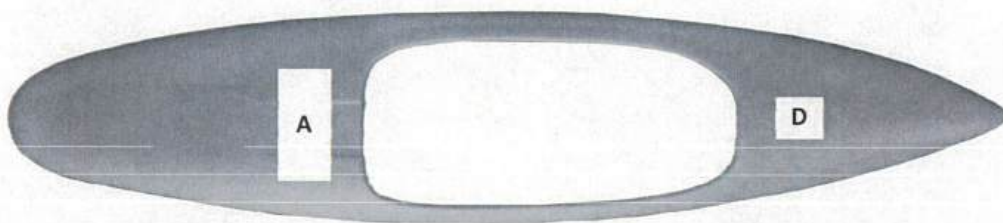


Photo # 13.1 Top View

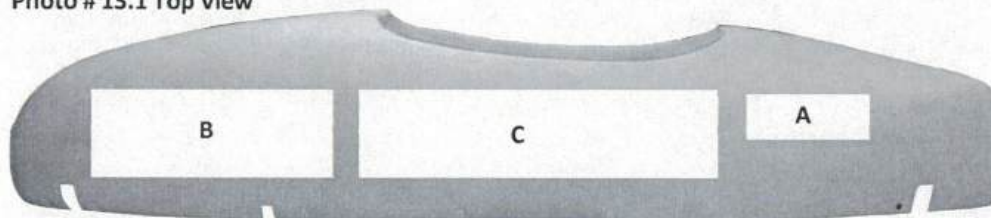


Photo # 13.1 Left Side View

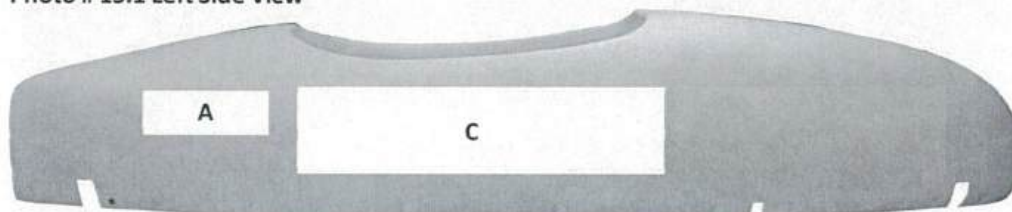
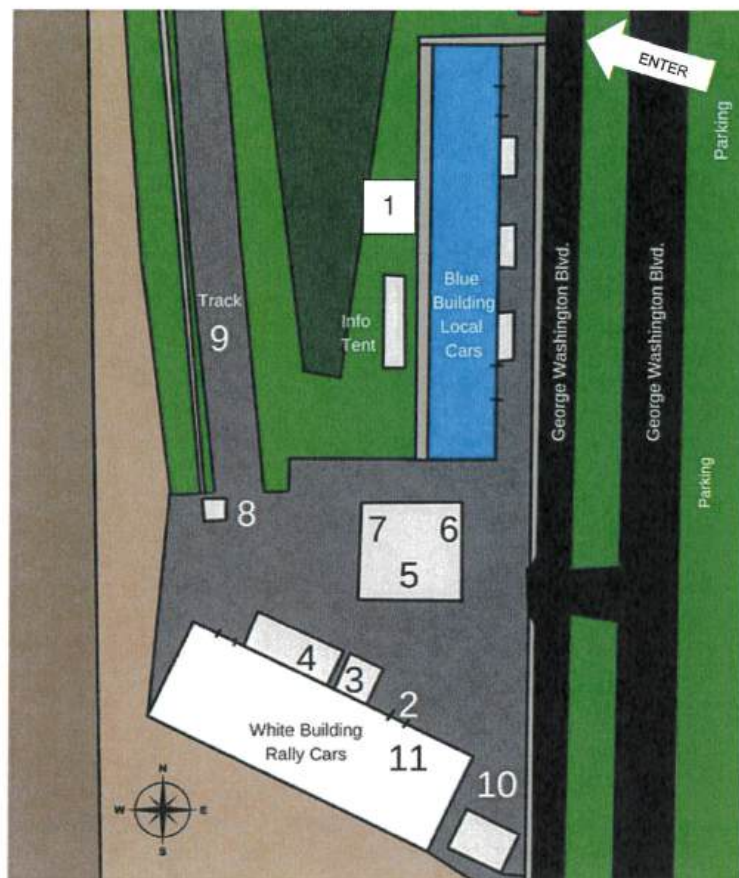


Photo # 13.1 Right Side View

# RALLY CHAMPS SUNDAY - REPAIR DAY

## STATIONS MAP



All stations are mandatory on check-in day including photo and trial run.

**Station #1** - Champs and Car Handlers must have ID badges on to check out a car. Champs will register and pick up their Champ Bag and information. Champ will need to pull out one t-shirt from their Champ Bag for photos. The balance of the t-shirts may be taken to the family vehicle for safekeeping.

**Station #2** - Pickup your car. Rally Champs' cars will be stored in the White Building at Topside. Car covers must be in your car.

**Station #3** - King Pin Drop - Only required if you are one of the random cars drawn. A torque wrench will be allowed. If you were selected, information was provided at registration.

**Station #4** - Car Repairs ONLY for non-VIP - One car handler and Champ. Check tools allowed for those permitted. All repairs must be signed off by a Racing Commission Official before car prep work is done.

**Station #5** - VIP Car Prep and General Inspection: adjustments, axle triangulation, steering check, shell attachment, spindle alignment, wipe, and wax car. **THE TIME ALLOWED FOR CAR PREP IS 1 HOUR**

**Station #6** - Safety Items: Braking, Helmet, Shoes Check, Line of Sight and Masters Taping - Masters hatch and helmet taping will be at the starter's discretion for safety only. (3 2"x3" pcs).

**Station #7** - Official Check-off Station before leaving the tent, the shell will be checked for correct mounting: nose tight to front and flush to the bottom of the floorboard and other minimum dimensions.

**Station #8** - Official Photos - Champ t-shirt required.

**Station #9** - Trial Run - Car handler will return to the George Washington Topside Arch and help unload their returning car  
\*Required.

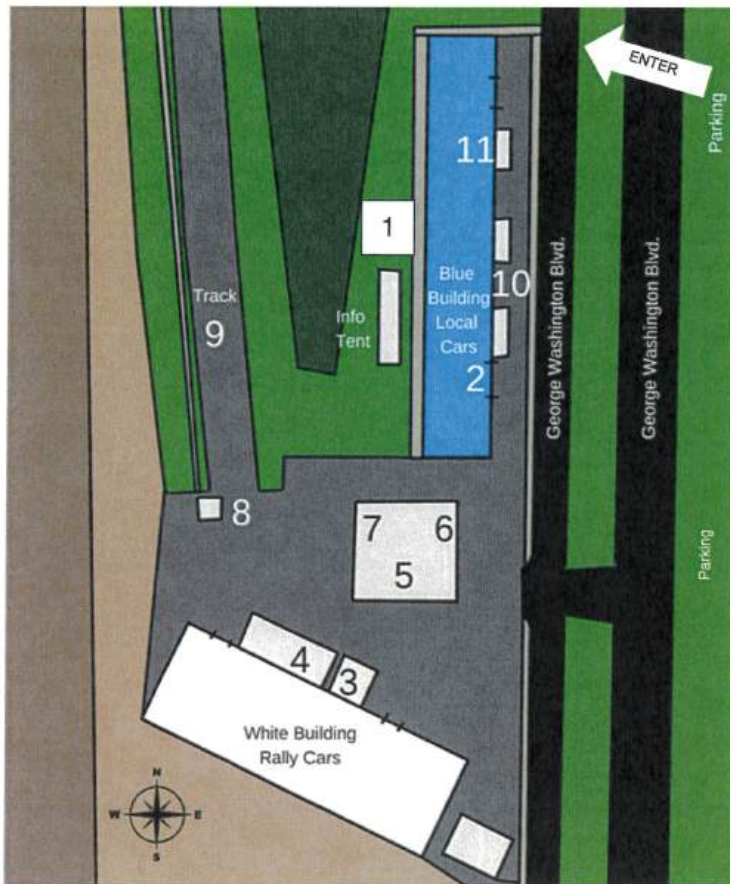
**Station #10** - Scales - Official weigh-in scales are located at the East side of the White Building. Choose any of the 3 scales. Procedures are on the next page. **Tail weight mandatory.** Champs must bring their own weight. Car covers must be in your car.

**Station #11** - Finished - Return your car to the White Building and place it in the same pit where you picked it up. Leave helmet and car cover in the car. All cars are subject to re-inspection and weigh-in all week.



# LOCAL CHAMPS SUNDAY - REPAIR DAY

## STATIONS MAP



All stations are mandatory on check-in day including photo and trial run.

**Station #1** - Champs and Car Handlers must have ID badges on to check out a car. Champs will register and pick up their Champ Bag and information. Champ will need to pull out one t-shirt from their Champ Bag for photos. The balance of the t-shirts may be taken to the family vehicle for safekeeping.

**Station #2** - Pickup your car. Local Champs' cars will be stored in the Blue Building at Topside. Car covers must be in your car.

**Station #3** - King Pin Drop - Only required if you are one of the random cars drawn. A torque wrench will be allowed. If you were selected, information was provided at registration.

**Station #4** - Car Repairs ONLY for non-VIP - One car handler and Champ. Check tools allowed for those permitted. All repairs must be signed off by a Racing Commission Official before car prep work is done.

**Station #5** - VIP Car Prep and General Inspection: adjustments, axle triangulation, steering check, shell attachment, spindle alignment, wipe, and wax car. **THE TIME ALLOWED FOR CAR PREP IS 1 HOUR**

**Station #6** - Safety Items: Braking, Helmet, Shoes Check, Line of Sight and Masters Taping - Masters hatch and helmet taping will be at the starter's discretion for safety only. (3 2"x3" pcs).

**Station #7** - Official Check-off Station before leaving the tent, the shell will be checked for correct mounting: nose tight to front and flush to the bottom of the floorboard and other minimum dimensions.

**Station #8** - Official Photos - Champ t-shirt required.

**Station #9** - Trial Run - Car handler will return to the George Washington Topside Arch and help unload their returning car  
\*Required.

**Station #10** - Scales - Official weigh-in scales are located at the East side of the Blue Building. Choose any of the 4 scales. Procedures are on the next page. **Tail weight mandatory.** Champs must bring their own weight. Car covers must be in your car.

**Station #11** - Finished - Return your car to the Blue Building and place it in the same pit where you picked it up. Leave helmet and car cover in the car. All cars are subject to re-inspection and weigh-in all week.

# ENTRANCE TO TOPSIDE



- Champ and handler must enter through the North end of the Blue Building.
- Access to Topside will be limited during race week activities.
- You are able to use the entrance at the Blue Building – inform the volunteer at the gate that you are going to the parts department.
- Champ and handler must have badges at all times to enter.
  - Alignment badges are accepted Sunday, Thursday, and Friday.

## TOOLS FOR SUNDAY SHELL INSTALLATION & REPAIRS

- Saw horses
- Tools required to make various car component adjustments that fit into a milk crate size box or crate (Torque socket wrench, electric screwdriver)
- All power tools must be battery powered
- Triangulation and spindle alignment equipment
- Cleaning, waxing supplies
- 2-wheel car dollies are only for use between stations. No dollies in buildings.
- No 4-wheel car dollies (Legacy cars are the only exception)
- Champs must furnish their own adjustable weight if required

## TOOLS FOR THURSDAY & FRIDAY ALIGNMENT

- Saw horses
- Triangulation and spindle alignment equipment tools
- Cleaning and waxing supplies
- No lubricants are permitted
- No power tools
- 2-wheel car dollies only for use between buildings. No dollies in buildings.
- No 4-wheel car dollies anywhere (Legacy cars are the only exception)
- Champs must furnish their own adjustable weight if required

**Note: No lubricants and power tools other than the above-mentioned are permitted. Also, tools must fit in a milk-sized crate. All electrical tools must be battery operated.**

# SCALES

## Official Scale Area

Rally Scales – located on the east side of the white building

Local Scales – located on the east side of the blue building

- Loosen weight wingnuts before entering scales.
- Supply your own weight.
- Champ must weigh in with their racing shoes and racing attire.
- Rain cover MUST be in the car at all times.
- Champ to stand in the car to determine total weight. Adjust the weight total of the car and Champ.
- Champ to enter the car and take a driving position. Champ to press the brake pedal and verify line of sight. Tail weight is noted.
- If changes are required, move off the scales to make changes so other Champs may use the scale. Weight should be transferred from end to end to gain desired balance.
- Return to the scale as soon as the weight change is finished.
- To make a change while on the scale, place weight on required axle to obtain weight. Weight may be moved from front to back of car to make the desired balance.
- Move off the scale and tighten the wingnuts. Weights must be tight.

## Weight

### Sunday & Friday

Keep your own weight. The ISBD is not responsible for weights that are left behind. No weight may go past the end of the scales. Weights may be placed over the fence or laid against the building. Weight must not be taken with Champ when placing the car in the building.

### Saturday

No weight will be returned to Champ if a weigh-in is required.





# SCALES CONTINUED

## Tail Weight

This year there will be a weight distribution limit of no more than a fifteen (15) pound nose or tail-heavy differential for Stock and Super Stock, and fifteen (15) pound nose or five (5) pound tail-heavy differential for Masters. Below lists the rule in the official Soap Box Derby Rulebook for reference. The image below helps to understand these differentials.

**A-9.01 a.** The limit weight distribution to no more than a fifteen (15) pound nose or tail-heavy differential in the Stock and Super Stock Divisions. **b.** The limit weight distribution to no more than a fifteen (15) pound nose and five (5) pound tail-heavy differential in the Masters Division.

If you need help or have questions you may ask any of the scale volunteers.

STOCK			SUPER STOCK			MASTERS		
DIFF	FRONT AXLE	REAR AXLE	DIFF	FRONT AXLE	REAR AXLE	DIFF	FRONT AXLE	REAR AXLE
0	100	100	0	120	120	0	127.5	127.5
1	99.5	100.5	1	119.5	120.5	1	127	128
2	99	101	2	119	121	2	126.5	128.5
3	98.5	101.5	3	118.5	121.5	3	126	129
4	98	102	4	118	122	4	125.5	129.5
5	97.5	102.5	5	117.5	122.5	5	125	130
6	97	103	6	117	123			
7	96.5	103.5	7	116.5	123.5			
8	96	104	8	116	124			
9	95.5	104.5	9	115.5	124.5			
10	95	105	10	115	125			
11	94.5	105.5	11	114.5	125.5			
12	94	106	12	114	126			
13	93.5	106.5	13	113.5	126.5			
14	93	107	14	113	127			
15	92.5	107.5	15	112.5	127.5			

# STARTING LINE

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1. Helmets to be in place, on and buckled.
2. Car covers **MUST** be in cars.
3. Acceptable footwear must have a sole.
4. Racer and car handler only.
5. Champ cars will be placed on starting ramps by regional directors with the nose of car centered on the paddle.
6. Car handler must place the rear wheel on the line. The line must show on both sides of the left rear wheel.
7. Break to slow car after you pass the finish line.
8. Stop car when you reach the last line across the track in run out.

# RACE DAY GUIDELINES

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1. Rain car cover must remain in your car at all times.
2. Acceptable footwear must have a sole.
3. One Champ and one handler only in the building.
4. No carts in building at any time.
5. No spinning of the All-American wheels.
6. Remember to HAVE FUN!



# WHITE & BLUE BUILDING INFORMATION

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**Car Handlers and Drivers – must have ID Badges on at all times**

When you enter the barn beginning on Sunday, the week leading up to race day, to reinstall your shells and do your alignment, etc., the following information should be helpful to you.

You will find your car by searching for its number and in almost all cases the cars in each division will be placed in numerical order. In a few cases, your car may be separated from the main body of cars in your division. This happens when we had not yet been informed that your car would be racing in this year's race at the time we marked parking spaces on the barn floor prior to car arrival.

Once you locate your car, you will find your car is sitting on a CRATE so it is not sitting on its wheels. That CRATE will have a sticker on two opposite sides showing the number of your car. With one exception, you will be expected to take the CRATE with you each time you remove your car from the barn and return that SAME CRATE to the barn when you return the car to the barn. EXTRA CRATES WILL NOT BE PROVIDED, YOU MUST BRING YOUR CRATE WITH YOUR CAR NUMBER ON IT! While you are out of the barn, you may set your car on that CRATE when you are waiting for the next activity and you can use the CRATE to store personal belongings as you see fit. An example of the use of the CRATE might be on Friday, after you have selected your wheels for the Saturday race, you can set the car on the CRATE while you are installing the new wheels. The one exception mentioned above will be on Saturday morning race day, you will not take the CRATE out of the barn with you then but will remove it from under the car, and AT THAT TIME, WE ASK THAT YOU PLEASE REMOVE THE CAR-NUMBER STICKER FROM TWO SIDES OF THE CRATE, while you are waiting to exit the barn.

On Sunday you will begin the race week's activities by Registering at the Office Tent at Topside behind the blue building at Station #1, then proceed to pick up your car at the White Building (Rally Cars) or the Blue Building (Local Cars) as Station #2.

If your car has a sticker or piece of paper that specifies either of these options either go to the King Pin Drop tent (Station #3) or to the Repair Tent (Station #4). There are Racing Commission and Regional Directors assigned to these areas to answer any questions you may have. Once you complete this activity, please follow the instructions contained in the following paragraphs.



# WHITE & BLUE BUILDING INFORMATION CONTINUED



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## Car Handlers and Drivers

If you have VIP status and are not selected for King Pin Drop, you will go straight to the big tent Topside (Station #5) to check your alignment, install your shell and prepare your car for the Challenge Race on Tuesday or Wednesday. If you have any questions or do not understand what is expected of you, please contact any of the Racing Commission members or Regional Directors that will be in the area for help. When finished at Station #5, proceed to the Brake Test area at Station #6 under the Big Tent. The car and driver will be checked for braking, helmet, racing shoes, and visibility. At the end of the Brake Test is the inspector's Station #7. Here the inspectors will check to see if the shell has been installed correctly and check for any other issues.

After passing through Station #7, proceed to the Photo Shoot area at Station #8. Photos will be taken of the Champ and his/her car. Pictures of the complete family are also taken. Next, proceed to the track starting line Station #9 to make your trial run. All Champs are expected to take a trial run. The Champ may choose the lane for the trial run. This is important for two reasons: 1). New Champs to our track need to understand the differences between our track and their local track. 2). This is also a second test for the braking capability of the Champ and Car.

Once you complete your activities Topside and make a trial run, the Champ and his/her car will be returned to the arch on George Washington Boulevard. The handler must go to the arch to handle his Champs car and then go over the scales for the Weigh-in Station #10 nearest the barn where your car was stored. Once the weigh-in is complete, there is a final checkpoint when you enter the barn where your car is stored at Station #11. Return the car back into that barn to the same stall where you found your car that morning. Your car number will be marked on the barn floor. Be sure you have the CRATE with YOUR car number stickers under your car when you place it in the stall. Also, please position your car with the nose of your car centered on the stall number and the centerline axis of the car aligned with the center of the stall. This will help us ensure that all cars have the same amount of room and will make it easier for us to install various stickers on cars or inspect cars as needed. It also helps us ensure the aisles are kept open for traffic.

# WHITE & BLUE BUILDING INFORMATION CONTINUED



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## Car Handlers and Drivers

BRING YOUR OWN HELMET WITH YOU WHEN YOU ARRIVE ON SUNDAY AND LEAVE YOUR HELMET IN YOUR CAR. We need you to leave your helmet in your race car so that it will be there when it is time to race. We always have the problem of Champs leaving their helmet in the hotel room or family car. If the helmet is not in the car ready for racing, it will delay the race and may affect the time frame allotted for the race.

On either Tuesday or Wednesday of race week, based on your division, you will take your car out of the building in order to participate in the Challenge races for your division. On this day, your CRATE will be used to store your own wheels and personal gear while you are racing. Other CRATES will be provided for your use while you are installing or swapping wheels obtained from the wheel bank during race preparation and the race itself.

When you return your car to the barn after the challenge race, your car will be placed in Heat and Lane order for the Saturday All-American Race. Your car will have a sticker on the front that shows the Heat and Lane your car will be in for your first Heat on Saturday and there will be a new set of stickers on the building floor with your car number on it. At this time, you will be grouped with other cars in your same Heat. This will be your car's stall for the remainder of the week.

When you remove your car from the barn on Friday, don't forget to take your CRATE with you and return it to the barn with the car when you finish your alignment and wheel selection.



# WHITE & BLUE BUILDING INFORMATION CONTINUED



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## Car Handlers and Drivers

On Tuesday, Wednesday or Thursday, and Saturday morning, please plan to arrive in the barn promptly at the appointed time and come prepared to move your car from the building to the staging area under the big tent Topside when directed to do so. If you fail to be in your place in the barn at the appointed time, your absence will create a hardship for everyone else. If you are not standing with your car when we are directed to empty the building, someone else will be asked to move your car and you will likely find your car outside under the big tent. If this happens to you, you will have caused hardship to others and may have delayed the racing process for that entire day.

Once you are in position inside the barn on SATURDAY MORNING, the All-American race day, and when directed to do so, please take the CRATE from under your car, remove the car-number stickers from the two opposite sides of the CRATE, and place the crate near the back of the car to prepare for exiting the barn. PLEASE TAKE EVERYTHING WITH YOU WHEN YOU LEAVE THE BARN, as you will not be allowed to return to the barn later that day until after the race is over.

At this time, Rally cars from the white building are already staged in race order and when they leave the barn, will go directly to the top of the hill and down to the starting line. All cars in the blue barn are also staged in race order and will be taken out of the blue building in race order. Once they are outside the barn, they will be placed in heat order under the big tent. For both barns, when directed to do so, move out promptly and stay in line behind the car in front of you. You will be leaving the building in race order, so do not pass another car in the line unless directed to do so by the persons who are staging the cars. Please follow directions, be orderly in your movements, and move at a safe speed watching out for others around you. Safety is important and accident prevention is imperative in our execution every day and especially on race day. If you have questions, do not hesitate to ask someone. You can ask a racing commission member in a maroon shirt, a member of the A-Team in a blue shirt, or a Regional Director in a white shirt for information. If they cannot answer your question, they can refer you to someone else who can. Stay safe, have fun, and GOOD LUCK to all Racers.

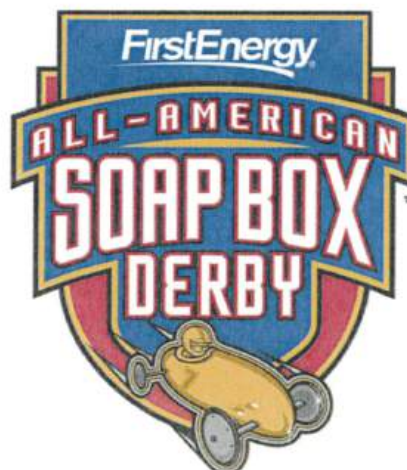


# CHALLENGE & ALL-STAR RACE RULES & PROCEDURES

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## Race Summary:

- 1) The Challenge races are a three or two-lane, wheel-swap, and lane-swap race.
- 2) All races will consist of 2 or 3 phases per heat in a single-elimination format.
- 3) All racers will experience a 3-phase race in the first round. Subsequent rounds may have only two racers due to the size of the field. Two racer heats after the first round will have only two phases, utilizing lanes 1 and 3.
- 4) All Challenge races have a 0-4-4-wheel swap. Wheels are issued by a wheel bank.
- 5) Each racer may have one handler per car. Only one racer and one handler are permitted in the Topside area on race day.
- 6) A timing system is used to determine the racer with the fastest overall combined time for all phases within each heat. The declared winner will move on in the race bracket.
- 7) All American Race rules apply unless otherwise stated within these rules. Challenge Race rules may be different from AASBD rules due to race format and racing conditions.
- 8) No separate entry fee is required for the Challenge Races.
- 9) All AASBD Rally and Local Champions are qualified to participate in the Challenge Races.
- 10) Challenge racers are automatically registered. If a racer does not want to compete in the Challenge race, they need to notify AASBD.
- 11) The Race Director for all 2025 Challenge races is Gene Blackwell. The Race Director makes all final decisions on Challenge/All-Star race rule interpretation and race procedures.



# CHALLENGE & ALL-STAR RACE RULES & PROCEDURES



## Race Procedure:

1. Challenge racers will follow the AASBD race week schedule for inspections and weighing cars. Once inspections and weight are complete, the Challenge cars will be stored in a barn at Topside.
2. On Challenge race day, a racer and one handler per car must be present at the gate prior to being called for staging. The racer and handler need to stay together until the car is staged. The handler will be asked to roll their car out of the barn and into the Challenge Pit area. The handler will also accompany the driver and car to the starting ramps, assist with wheel swap, and assist the racer at Topside after the completion of the heat. Any other family, friends, or handlers must refrain from entering the Topside pit area, starting line area, and wheel swap pavilion (except as noted in #9).
3. A wheel bank will be used for the Challenge races. When instructed, racers will remove their own wheels from the car, put them in a crate or box, and place the wheels in a designated area.
4. When called for a heat, racers will check in with the Topside Administrator, who will provide racers with a ticket for lane assignments. **THIS TICKET MUST REMAIN WITH THE RACERS FOR THE DURATION OF THE HEAT FOR LANE VERIFICATION.**
5. Racers will obtain a set of wheels & large wheel pins from the wheel bank. After the wheel-bank wheels & large pins are on the car, racers will set their car on the ground until instructed to proceed to the hill.
6. Racers need to stay in their assigned lane as they proceed down the hill to the starting line.
7. Race Officials will place the nose of the car on the starting gate paddle. Handlers can set the back end of the car. Wheels on the left side of the car must be on the painted ramp line.
8. Once the first phase of the race has been completed, racers will be directed to a staging area for the return trailers. **Heat participants must stay together.** **No wheel swapping is allowed in the staging area at the bottom of the hill or on the return trailer.**
9. Phase 2 and 3 cars/drivers will be transported to the starting line pavilion, where Racers will swap wheels in the designated wheel swap area. **Racers may have an additional handler to help lift cars off the trailers.**
10. Once the wheel swap is complete for phases 2 and 3, drivers and their cars can proceed back to the starting line as long as all heat participants are together.
11. When all heat phases have been completed, drivers and cars will be transported back to Topside.
12. At topside, once in the designated area, wheel bank wheels **and large wheel pins** are to be returned to the wheel bank.



# CHALLENGE & ALL-STAR RACE RULES & PROCEDURES

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## Wheels:

- 1) All Challenge racers will be issued wheels & a set of large wheel pins from a wheel bank.
- 2) After each phase, a 4-wheel swap will take place. DO NOT swap wheels on the trailer or in run-out.
- 3) Challenge Race officials will observe the wheel swap and check wheel positions before racers can move to the next phase.
- 4) The wheel swap is non-progressive. After each heat is completed, all wheels need to be returned to the wheel bank. New wheels will be issued for each heat.
- 5) All-wheel stickers and markings face the outside. Wheel stickers indicate the placement of wheels on the car spindles, RF=right front, LR=left rear, etc. Race officials will be available to assist racers with the proper placement of the wheels on the car.
- 6) Up to 2 All-American parts washers are allowed on each spindle. It is the racer/handler's responsibility to ensure washers are in place and to have a supply of compliant washers.
- 7) Wheel pins can be pushed into the first or second click.
- 8) No races will be rerun due to incorrect wheel swap.
- 9) Spinning, lubing, or juicing wheels is prohibited at any point during the Challenge race or in the pits. No cleaner or lubricant can be applied to the wheels.
- 10) Wiping wheels is only allowed between the intersection and the red line at the starting ramp. Racers and Car Handlers are permitted to wipe wheels while all four wheels are on the ground with bare hands only; no rags are allowed.
- 11) Setting, placing, or spacing of wheels is **not** allowed.

## Drivers:

1. Drivers must remain in race position during the race. Any driver scooting, ducking, rocking, bobbing, or changing race position during the course of the race will be disqualified.
2. Each driver needs to wear their unaltered AASBD-issued Champ shirt during the Challenge race.
3. Drivers are responsible for wearing appropriate race gear, including shoes, helmets, glasses and optional gloves.
4. Each racer is responsible for having a car handler at the starting gate.
5. No loose articles are allowed in the car, except for a back cushion in the masters division.
6. No electronic devices are allowed inside race cars.
7. Drivers need to stay with their cars. Any driver who is called for a heat and who does not respond within 5 minutes may forfeit the heat.



# CHALLENGE & ALL-STAR RACE RULES & PROCEDURES

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## Wheel Swap:

- 1) After the 1st or 2nd phase of the heat, cars will be transported to the starting line pavilion. Upon entering the pavilion, place the car on the appropriate crate. **IMPORTANT - DO NOT remove wheel pins until instructed to do so by a race official.**
- 2) Once the car is on the crate and before removing the pin, quickly and carefully walk around your car, looking at the wheel bearings. If a bearing is protruding, do not touch it and alert an official. The bearing will be inspected to determine the proper course of action.
  - a) If a wheel bearing is protruding before pin removal and verified by an official, the phase may be rerun if the wheel can be adequately repaired.
  - b) If the wheel is deemed damaged or consistently problematic, new wheels will be issued, and the heat will start over.
  - c) If a bearing is found to be protruding after the pins are removed, the wheel will be repaired, and the heat will continue with no rerun.
- 3) **Once the wheel pins are removed and placed on the airfoils, follow the race official's instructions to remove all four wheels and swap them** with the appropriate lane. Replace the wheel pins **on your car** and wait for instructions to exit the pavilion.

## Race Track:

- 1) **TIMING SYSTEM:** Sensors will be located on the track between lanes 1 and 2, and between lanes 2 and 3. After successful testing, a procedure has been approved that allows race officials to replace any moved or disturbed sensor without affecting the phase times of any other heats that are in process. Except for the phase that made contact with a sensor, no other heat or phase will need to be rerun. Since the race will be slightly delayed while a new sensor is installed, the following rule will be enforced.
  - a. When a racer makes contact with a sensor, the race will be temporarily stopped. Any times for that phase will be deleted, and the phase will be rerun with the same racers in the same lanes, using the same wheels. The racer who contacts the timer will incur a 0.100 penalty that will be added to their total time for the heat.
  - b. Any driver who hits a timing sensor or guardrail in two different phases will be eliminated from the rest of the Challenge race and will work with the Racing Commission to ensure their car is safe and has appropriate trial runs before Saturday's Championship race.
- 2) **LANE INFRACTION:** If any wheel touches a common lane line at any time once the starting paddle has dropped and until the car has passed the last runout cone, the driver will be assessed a .100 penalty that is added to their elapsed time.

# CHALLENGE & ALL-STAR RACE RULES & PROCEDURES

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## 3) GUARDRAIL CONTACT:

### a. Guardrail Contact in the first round:

- i. If contact is made in either the first or second phase, all phase times for that heat will be disregarded. All three cars will then **be transported to the starting line pavilion. If the wheel is determined to be damaged by a race official, new wheels will be issued. If the wheel is not damaged, the same wheels will be used.** The heat will be rerun from the beginning (original lanes), and the Racer who contacted the guardrail will be assessed a .100 penalty that is added to their total time in that heat.
- ii. If contact with the guardrail is made in the third phase, the heat will be considered complete (the sum of all three phases). However, the racer who contacted the guardrail will be assessed a 0.100 penalty that is added to their combined heat time.

### b. Guardrail contact in the second or subsequent rounds:

- i. If a racer makes contact with the guardrail, that racer will forfeit that heat.
- ii. In a two-car heat, the car that did not make contact with the Guardrail will advance.
- iii. In a three-car heat with contact made in the first or second phase, the racer making guardrail contact is eliminated. The remaining two cars **will be transported to the starting line pavilion** and rerun the heat from the beginning as a two-car heat, using lanes 1 and 3. Any previous heat times will be disregarded.
- iv. In a three-car heat, with contact being made in the third phase, the racer making contact with the guardrail will be eliminated, and the remaining racer with the best overall time for the three phases will advance.

- 4) Any driver who hits a guardrail or timing sensor in two different phases will be eliminated from the rest of the Challenge race and will work with the Racing Commission to ensure the car is safe and has appropriate trial runs before Saturday's Championship race.
- 5) Any necessary repairs due to hitting the guardrails, timing sensors, or another competitor must be approved by the Racing Commission. Repairs will be limited to twenty (20) minutes. Only the Race Director may permit longer repair time for SAFETY reasons.
- 6) Any lane violations or guardrail incidents will be determined solely by the Challenge Judges at the time of the phase.
- 7) If track interference occurs, the phase will be rerun with the same lane assignments and wheels.
- 8) If a racer interferes with another car, the interfering racer will incur a .100 penalty that will be added to their total time for the heat. The original phase times will be discarded.
- 9) Cars need to be removed from run-out as soon as possible after the completion of a phase or heat. Follow instructions from the Runout Director.
- 10) All racers must remain with their heat opponents during all three phases of the heat. Heat opponents must ride together in the same return vehicle.
- 11) No hot runs (byes) will be provided during the Challenge race.





# CHALLENGE & ALL-STAR RACE RULES & PROCEDURES

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## Drivers:

- 1) Drivers must remain in race position during the race. Any driver scooting, ducking, rocking, bobbing, or changing race position during the course of the race will be disqualified.
- 2) All drivers need to wear their unaltered AASBD-issued Champ shirt during the Challenge race.
- 3) Drivers are responsible for wearing appropriate race gear, including shoes, helmets, and optional gloves.
- 4) Each racer is responsible for having a car handler at the starting gate.
- 5) No loose articles are allowed in the car, except for a back cushion in the masters division.
- 6) No electronic devices are allowed inside race cars.
- 7) Drivers need to stay with their cars. Any driver who is called for a heat and does not respond within 5 minutes may forfeit the heat.

## Weight:

- 1) Each racer will be weighed before the Challenge race during the inspection process. Once across the scales, the weight will be recorded. No weight change will be allowed at any time. **Officials can check weight at any point before or after a heat is completed.**
- 2) The top 3 finishers for each division must be weighed before the final race.
- 3) Tail and nose weight max is per AASBD rules.

## Post-Race:

- 1) If a competitor is eliminated and does not move on within the bracket, the driver and car will be transported back to Topside. Racers will be directed to return the wheel bank wheels and pins, place their own wheels back on their car, and return the car to the appropriate barn.
- 2) Time has been allotted in the race week schedule after the Challenge/All-Star races for participants to align and weigh in preparation for Saturday's Championship race.
- 3) Immediately following the Championship Heat in each division, the three finalists will be directed to the Champion's platform outside the All-American office for pictures. The three cars will remain at the bottom of the hill until pictures are taken. When pictures are completed, drivers will return to their cars to be transported to topside.

## Other:

- 1) All cars must remain in the pit area between heats.
- 2) No tools or working on cars will be allowed at any point during the Challenge race.
- 3) Assistance loading cars on the return trailers will be provided. Racers are encouraged to assist in loading their own cars or have a race handler assist in loading their car at the bottom of the hill and on the topside.
- 4) All questions and concerns should be addressed to the Race Director. The Race Director can be reached by inquiring with any race official.
- 5) Please do not approach people working the charts at the starting line or on the bridge, as well as all timing officials and judges. Charts will be available for viewing at Topside, the Bridge, and the starting line, allowing racers and handlers to track their race progress.
- 6) The Race Director makes all decisions on rule interpretation and race procedure.
- 7) Food and drinks are allowed only in designated areas. No gum is permitted in the Topside area, on the race track, barns, or pavilion areas.
- 8) Food will not be supplied to racers during the Challenge races. It is recommended that racers bring their own food and drinks or purchase them from vendors located at the race track and eat in the designated areas.



# CHALLENGE & ALL-STAR RACE RULES & PROCEDURES

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## All-Star Race Day Rules

The All-Star race will follow the Challenge Race Rules but with the following exceptions:

- All-Star racers will weigh, by division, on the same scale.
- Any All-Star racer making contact with the guardrail is eliminated from the heat immediately after the phase in which the guardrail contact occurs.
- Guardrail contact in any heat:
  - If a racer makes contact with the guardrail, that racer will forfeit that heat.
  - In a two-car heat, the car that did not make contact with the Guardrail will advance.
  - In a three-car heat with contact made in the first or second phase, the racer making contact is eliminated. The remaining two cars will return to the pavilion and rerun the heat from the beginning as a two-car heat, using lanes 1 and 3 with the current wheels on the cars. Any previous heat times will be disregarded.
  - In a three-car heat, with contact being made in the third phase, the racer making contact with the guardrail will be eliminated, and the remaining racer with the best overall time for the three phases will advance.

## GOOD LUCK, RACERS!!

