



## New Zealand Soap Box Derby Trust

### NEW ZEALAND AMENDMENTS AND CLARIFICATIONS

#### TO THE AASBD RULE BOOK

These amendments and clarifications are to be read in conjunction with the AASBD Rule Book and the Super Stock Car Plans:-

1. The rules that will apply will be the AASBD Rule Book, revised 10-01-2013 and the rules that are in the Super Stock Car Plans, revised 3/2010.
2. Under those rules, the New Zealand final is a local race.
3. The rules about the weights are generally explained in the Super Stock Car Plans, Page 42-42, Tech Tip E20.

[www.aasbd.com/SBD\\_rules.htm](http://www.aasbd.com/SBD_rules.htm)

With reference to AASBD Rules A-9 Weight Distribution.

Adjustable weights may be fitted over the front and rear axles. For safety reasons the maximum adjustable weight allowed is 25kgs, with no more than 15kgs over either axle.

Notes:-

- i) Weights to be painted and the kgs painted weight on them.
- ii) Tampering with the weights – the team will be disqualified.

4. Because of the difficulty of enforcement of no oiling and the existing number of previous lubricated wheels, there will be no restrictions on lubricating wheels.

The lubricant that SHALL be used is CRC 5-56.

To ensure a level playing field at the time of scrutineering, the scrutineers will spray the wheel bearings of all trolleys with the approved lubricant.

In the interest of safety, it is mandatory that the wheel pins SHALL be secure with a small cable tie.

5. Rule A-5 Attire

Footwear must be full enclosed, e.g. walking shoes.

Adequate clothing under this rule means – the only skin exposed will be hands, wrists, head and neck, including a small piece of your chest.

There must be NO aerodynamic altering of the clothing.

6. The total weight of the trolley and driver where it is stated at 240lbs will be interpreted in New Zealand as 108kgs.

All other weights mentioned in the rules and plans will be converted to the New Zealand Metric System, i.e. 10lbs = 4.536kgs.

7. Numbers of Drivers for Trolley.

New Zealand has a special concession from the AASBD to use multiple drivers per trolley.

In the New Zealand final competition there SHALL be one driver per trolley.

8. A-10 Heats of the Final

A-10.01 will be complied with by each heats of the finals, consisting of two races, one on each side of the track. The winner will be the driver with the fastest aggregate time.

9. Notes for Super Stock Trolleys.

#### **Foils**

No wooden foils will be allowed for the 2012 season onwards.

The plastic foils are not allowed to be painted.

## **Axles**

Not to be painted.

Rule 11.2 wheel washers. More than one washer will be allowed.

## **Wheels**

Note:- The numbers on the wheels do not have any reference to the speed or rolling ability of the wheels. The numbers are testing batch numbers only.

### 10. B-6 Wheel Swap

B6-01. In the New Zealand final for 2013 the wheel swap will be carried out in the following way:-

- a) All trolleys will start on their own wheels.
- b) Once the field is down to eight (8) trolleys, they will have a total four wheel (4/4) swap, with wheels from the other finalist's trolleys.
- c) The eight (8) trolley numbers will be put into a hat and the driver will draw the number out that they will swap with.
- d) Once the 8 trolleys have swapped their wheels, no further swapping or replacement will be allowed except as provided in (e) below.
- e) If there is an accident with the trolley and the wheels need to be replaced, this will be done by the scrutineers at their discretion with available wheels.

A-7.04. Altering the Z-class wheels is prohibited and means for disqualification e.g. icing the wheels or pouring cold water over them.

### 11. Master Cars

11.1 Refer to Amendment Number 1.

### 12. Disputes

12.1 A committee will be set up on race day, comprising the local Race Director and two other personnel appointed by him who will investigate any disputes on the day.

12.2 All disputes MUST be reported to the Race Director on the day.

- 12.3 The local Race Director with his appointed associates will render final decisions on all matters pertaining to the determination and enforcement of the rules and determination of the winners.
13. AASBD Rules –A3.02
- 13.1 In New Zealand the participants in the Super Stock Division must be **nine (9)** years of age by the 1<sup>st</sup> of July. They must not turn eighteen (18) years of age on or before the 1<sup>st</sup> of August. **Proof of age is required.**
14. Local Races
- 14.1 All teams must not leave the race track until after the prize giving. Their trolley may be required to go into the New Zealand Finals.
- 14.2 The local Race Director is to select the six (6) trolleys to go through to the New Zealand Finals. The six (6) fastest times will be selected. No deals to be undertaken between the teams.
- 14.3 The New Zealand Finals to have neutral scrutineers, each local race centre to appoint their scrutineer. Scrutineers are not to check their local area trolleys. No competing person to scrutineer.
15. Floorboard Phase Out Revision
- We don't think this is a problem in New Zealand and because of cost, don't see the need to action this.
- However, if the trolley selected to go to the USA has an illegal floorboard, it will have to be replaced with a new one.
- See attached USA information.
16. Drivers will only compete in one class of trolley only, Super Stock or Masters.

## **USA Update:-**

### **Floorboard Phase-out Revision**

As of 21 February 2011 (update)

The following stock and super stock laminated floorboards manufactured during the period of 1998 through 2005 will be phased out as follows with a final phase out date of 1 August 2013.

#### **A description of the floorboards and their markings are as following:-**

- |               |  |
|---------------|--|
| 1998:-        | The floorboards that do not have a burn stamp on them.<br>Phased out:- Immediately.                        |
| 1999 – 2001:- | The floorboards that have a “SBD” burn stamp on them.<br>Phased out:- No later than 1 August 2012.         |
| 2002-2005:-   | The floorboards that have an “SBD/Shield” burn stamp on them.<br>Phased out:- No later than 1 August 2013. |

#### **Additionally, the following shall apply:-**

Stock division:- If upon measuring, any stock car that is found to have the front king pin greater than 7-15/16” from the front centre of the floorboard to the centre of the king pin, the floorboard is now considered illegal and can no longer be used.

Stock division:- The centre of the front king pin to the centre of the rear king pin is 61-1/8” with a tolerance of +/- 1/16”. If upon measuring, these conditions are not met, the floorboard is now considered illegal and can no longer be used.

Super stock division:- If upon measuring, the front king pin is found to be greater than 5-13/16” from the front centre of the floorboard to the centre of the king pin, the floorboard is now considered illegal and can no longer be used.

Super stock division:- The centre of the front king to the centre of the rear king pin is 633/8” with a tolerance of +/- 1/16”. If upon measuring, these conditions are not met, the floorboard is now considered illegal and can no longer be used.

#### **The rationale behind this phase out period is listed below:-**

1. Racers were permitted to re-drill their king pin hole in order to install the bushing.
2. Some racers have taken advantage of the opportunity to re-drill the king pin hole and as a result have moved the hole closer to the rear of the car.
3. With the above occurring, this has created an unfair advantage to the racers that installed their bushings properly and are racing with floorboards manufactured after 2005.

## Amendment Number 1

### Master Cars Rally Championship

#### Demonstration Races

There will be a master car division, racing a rally championship around all the local races, accumulating points as they go. The winner will be the driver with the most points.

The winner will be awarded the Master Car Championship Trophy.

1. The division will be self regulated and will abide with all of the following rules:-
  - a) AASBD Rule Book and the New Zealand Amendments and Clarifications.
  - b) AASBD Masters Division revised 27 February 2012 Scottie Master Car Plans.
2. The competitors will attend all the New Zealand local races, having a morning race (both sides of the track) and an afternoon race, giving four races with two aggregated times.
3. The Points Scoring.

#### 3.1 Local Race Competition

1 <sup>st</sup>	20.0 points
2 <sup>nd</sup>	19.5 points
3 <sup>rd</sup>	19.0 points
4 <sup>th</sup>	18.5 points
5 <sup>th</sup>	18.0 points
6 <sup>th</sup>	17.5 points

And so on for extra cars.

#### 3.2 New Zealand Finals will have double points.

1 <sup>st</sup>	40.0 points
2 <sup>nd</sup>	39.0 points
3 <sup>rd</sup>	38.0 points
4 <sup>th</sup>	37.0 points
5 <sup>th</sup>	36.0 points
6 <sup>th</sup>	35.0 points

4. A safety inspection before each race will be undertaken by the Race Scrutineers.