



*Scottish
Cartie
Association*

Cairngorm Soapbox Extreme Competition Rules

Revision History

Version	Date	Notes
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1.1	10 April 2010	Review/revise for 2010
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Changes from previous versions are shown like this.



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1. THE TEAM

a. Team Captain

All teams will nominate a team captain who is responsible for the conduct of the team and who will be the official point of contact between the team and the event organisers. The team captain must be at least 18 years old on the first day of the event.

b. Number of members

Any number of people can be in a team. The suggested minimum number of members in a team is 3. Any fewer than this will make it difficult for the team to function. There is no maximum number of team members, although any more than about 8 should be avoided if possible.

c. Drivers and Passengers

All drivers must be at least 16 years old on the first day of the event. All sidecar passengers must be at least 16 years old on the first day of the event.

Drivers and sidecar passengers must complete at least one non-competitive practice run before they can take part in the elimination heats.

d. Age Restrictions

Other than those covered by rules 1.a (Captain), 1.c (Drivers and Passengers), there are no restrictions on the age of the team members. However, the organisers will take no responsibility for the care of any minors. Teams must make proper arrangements for the care of any minors in their charge.

2. THE VEHICLE

a. Construction

All vehicles must conform to the relevant Construction Specifications in effect at the time of the event. They will be inspected before being allowed to take part to ensure they are compliant and any vehicle which, in the opinion of the race organisers, fails to meet the required standard will not be allowed to take part. Particular attention will be paid to brakes, steering, harnesses, roll protection and bodywork.

b. Technical Conformance

Should a vehicle fail to pass the safety inspection on a technicality, the organisers may allow it to take part provided that they are satisfied that all safety related conditions have been met. Such vehicles will not be eligible for any race prizes.

Note that this decision to exercise this rule is entirely at the discretion of the organisers and is intended to apply only to minor non-conformance to specifications that are not safety related (e.g. vehicle dimensions, etc). Gross technical non-conformance or failure to reach the minimum safety standards will result in the vehicle being excluded from the event.

c. Modifications

The vehicles may be repaired and adjusted during the event, but they may not be significantly modified after they have passed safety inspection. Parts may be replaced on a like-for-like basis, but no parts may be added to or removed from the vehicle. For the avoidance of doubt, this includes ballast weights. The kerb weight of the vehicle may not be significantly altered during the course of the competition.

Any replacements made during the event must be indicated to the Chief Technical Officer prior to being carried out and must be inspected and approved on completion.

The vehicle may, at the discretion of the organisers, be inspected at any time to ensure continued compliance with the rules throughout the event.

d. Damage

Any cart that is involved in any accident or collision during the course of the event, or which suffers any damage whether as a result of racing or otherwise, will be inspected before being allowed to start another run. Teams are obliged to report any damage to the Chief Technical Officer at the earliest opportunity after any incident, and in any case before their vehicle is next involved in a practice or competitive run.

e. Cart Number

Teams will be allocated a race number before the event. This number must be prominently displayed on the front, back and both sides of the cart. The number must be black on a white background or white on a black background, and should be at least 6 inches (15.2mm) tall.

Avoid using overly ornate fonts. Make sure the number is clear so it can be easily read by the timekeepers.

3. THE COMPETITION

a. Competition Phases

The competition consists of three phases; practice/seeding, group heats and elimination heats.

i. Practice/Seeding

All teams will be allowed as many practice runs as time allows. We aim to give at least three and ideally four practice runs. Carts will run individually, with a gap of approximately 30 seconds between each start time. Teams must have their cart on the start line and ready to go at their assigned time. Any team that misses their start time with forfeit that practice run.

All drivers and sidecar passengers must take part in at least one practice run.

Practice will be carried out under a permanent “nominal yellow flag” (i.e. proceed with caution; no passing allowed). Marshals will not display the yellow flag, however, except to warn of a genuine hazard.

Other than this practice, there will be no practice allowed on the course at any time on competition days.

There will be a speed trap between approximately 450m from the start line (well before the braking point for the switch). Speeds through the speed trap will be logged during practice sessions and used for the group seeding. Please note that from that point on will affect seeding so there is no benefit to going as fast

as possible during the remainder of the practice run. Teams are advised to use the practice run wisely and ensure they complete the run in order to be allowed to compete in the elimination heats.

ii. Group Heats

Group heats will only be used if there are an insufficient number of teams to give 4 elimination heats. If there are enough teams, then the group heats will not take place and teams will be seeded directly into the groups for the elimination heats.

The speeds recorded from each vehicle's practice run will be used to seed the teams into groups of up to 4.

These groups will race head to head up to 3 times, with points being awarded as follows for finishing position in each run;

Position	Points
1 st	4
2 nd	3
3 rd	2
4 th	1

Note that soapbox carts and gravity sidecars may race either in the same groups or separate groups, depending on how many vehicles are competing in the elimination heats.

In the event that one or more vehicles do not finish a run, their finishing position will be determined by the distance travelled before they came to rest. A vehicle that does not start a run will get no points for that run.

After the group heats have been completed, the final position within each group will be determined by adding all the points for each run. In the event of a tie on points, the vehicle with the greatest number of 1st place finishes will be the winner, with 2nd place, 3rd place, etc, being considered until a winner is found. In the event that teams cannot be differentiated by this method, their aggregate qualifying times will be used. In the unlikely event that the result is still a tie at this point, the winner will be decided by a coin toss.

iii. Elimination Heats

Teams will be seeded into groups of 4 using either the results of the group heats, if they take place, or directly using the speed trap data if they are not.

These groups will again race head to head, with the winning two from each heat going through to the next round. This process will continue through to semi finals and finals, where the overall winner will be determined. If time permits, teams that are eliminated will run in consolation heats, so all teams will have the same number of runs and will have a final position.

The finals procedure is illustrated in the matrix shown in Appendix A.

b. Contingency

Whilst every effort will be made to give every cart the number of runs planned (3 or more practice and 4 elimination heats), the organisers reserve the right to alter these numbers should circumstances require it.

4. START PROCEDURE

a. Soapbox

All starts will be from stationary. Push starts are not permitted.

Carts will be placed on the start line and the driver will apply the brakes. No part of the cart may be in front of the start line. No person other than the driver is permitted to be in contact with the cart after it has been placed on the start line.

When given the start signal, the driver may release the brakes.

b. Gravity Sidecar

All starts will be from stationary. The passenger **and driver** may push the vehicle when the start signal is given.

Vehicles will be placed on the start line. No part of the vehicles may be in front of the start line. No person other than the driver and the passenger is permitted to be in contact with the vehicle after it has been placed on the start line.

When given the start signal, the driver and passenger may begin to push. They may both push as long as they like.

c. False Starts and Penalties

A false start is where the vehicle moves before the starter has given the start signal. False starts will incur penalties as detailed below;

Qualifying Runs: 15 seconds added to time for that run.

Group Heats: 2 points penalty.

Finals: Drop one place.

5. RACING RULES

a. Contact

Some accidental contact in close racing is natural, **but deliberate contact is not allowed and will not be tolerated**. Racers who purposely spin, block, or cause another racer to crash will be penalized. The first offence will be penalized by disqualification from the run in which the offence took place. The second offence will result in disqualification from the entire event. The organisers reserve the right to impose an immediate event disqualification should the incident warrant it.

Drivers who deliberately make contact in an effort to "steal speed" from another racer will be penalized by disqualification from the run in which the event took place.

b. Passing

Overtaking drivers assume the responsibility of avoiding the leading vehicle. However, the leading driver may not take defensive measures such as moving in on the line of the passing driver to prevent them from taking the lead. Meanwhile, the overtaking driver is responsible for COMPLETELY clearing the other driver before moving into their line. A racer who violates the passing protocol will be penalized.

c. Intentional Blocking

Intentional blocking of another vehicle is prohibited. Drivers are allowed to hold their own line, but they are not permitted to change their line in order to avoid being overtaken.

d. Back Markers

Drivers who are being passed by a racer from a following group **MUST** give way.

e. Crash Restart

Drivers will not be allowed to restart after a crash. They must wait with their vehicle and, if it is still serviceable, they will be attached to the tow convoy and returned to the start line at the end of the heat.

f. The Finish

An official finish is when any part of the vehicle crosses the finish line. Drivers and passengers must be in contact with their vehicle and have all safety gear in place when they cross the finish line in order to earn placement.

g. Compromised Ability

If in the opinion of the race officials, a team member's ability to act in accordance with the rules of the event has been compromised by means including (but not limited to) alcohol, drugs, illness, injury, or emotional distress, that person will not be allowed to continue the event.

h. Rough Driving

Overly aggressive, dangerous or rough driving is not allowed. The offending team will be disqualified from the event.

i. Safety Equipment

A driver, who, at any time during the event, is in control of a vehicle without all pieces of safety equipment properly in place, will be disqualified. ***This includes during the return tow.***

6. FLAGS

Track marshals will display flags to warn the drivers of the state of the course ahead. These are;

GREEN: Go. Course is clear and open.

YELLOW: Caution, hold your position. Do not pass; proceed past the yellow flag area with caution. Passing during a yellow flag condition is grounds for disqualification.

RED: **STOP IMMEDIATELY** and do not drive any further. Proceed to the nearest Marshal for instructions.

Practice runs are carried out under a permanent nominal yellow flag condition. However, the marshals will still display a green flag on practice sessions unless there is a genuine reason to show either yellow or red flags.

Appendix A – Results Table

Groups Heats		Quarter Finals		Semi Finals		Finals	
A	Seed 1	I	A1	Q	I1	Final	Q1
	Seed 9		A2		I2		Q2
	Seed 17		E1		K1		R1
	Seed 25		E2		K2		R2
B	Seed 2	J	B1	R	J1	Consolation Finals	Q3
	Seed 10		B2		J2		Q4
	Seed 18		F1		L1		R3
	Seed 26		F2		L2		R4
C	Seed 3	K	C1	S	I3	Consolation Semis	S1
	Seed 11		C2		I4		S2
	Seed 19		G1		K3		T1
	Seed 27		G2		K4		T2
D	Seed 4	L	D1	T	J3	Consolation Q/Finals	S3
	Seed 12		D2		J4		S4
	Seed 20		H1		L3		T3
	Seed 28		H2		L4		T4
E	Seed 5	M	A3	U	M1	Consolation Finals	U1
	Seed 13		A4		M2		U2
	Seed 21		E3		O1		V1
	Seed 29		E4		O2		V2
F	Seed 6	N	B3	V	N1	Consolation Finals	U3
	Seed 14		B4		N2		U4
	Seed 22		F4		P1		V3
	Seed 30		F4		P2		V4
G	Seed 7	O	C3	W	M3	Consolation Finals	W1
	Seed 15		C4		M4		W2
	Seed 23		G3		O3		X1
	Seed 31		G4		O4		X2
H	Seed 8	P	D3	X	N3	Consolation Finals	W3
	Seed 16		D4		N4		W4
	Seed 24		H3		P3		X3
	Seed 32		H4		P4		X4