



Construction Derby®

Rules 2011

As of April 1, 2011

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The Construction Derby® rules are intended to provide equal opportunity to all contestants, ensure fairness and safety, avoid unnecessary delays, and encourage good sportsmanship and conduct in all Derby activities.

Rules are drafted by the Construction Derby® Committee with approval of the Rebuilding Together OKC Board of Directors. Specific questions regarding interpretation of these rules may be directed in writing or by e-mail to the Construction Derby® Committee at 730 West Wilshire, #108, Oklahoma City, OK, 73116; rebuildingtogether@coxinet.net. The final decision making authority lies with those officials named for that purpose. Accordingly, the rules interpretation shall in no event alter or limit the authority of the officials. In each case those officials will endeavor to reach correct and fair decisions but they will not necessarily be bound by precedents or advanced opinions.

It is important that each Construction Derby® entry operates with maximum safety and that there are no parts which would cause injury in the event of loss of control.

How the Construction Derby Works

There is a pre-race meeting on Monday, September 26, 2011 at 5:30 pm. This meeting is mandatory for at least one member of each team.

C-1 CONSTRUCTION OF THE CAR

Each entry must incorporate a minimum of four (4) items commonly used by Rebuilding Together OKC to make home repairs or modifications (i.e. plumbing fixtures, shingles, grab bars, paint utensils, light fixtures, door knobs, etc.) No means of locomotion is permitted on any car. Each vehicle must be clearly marked with the initials or logo of the sponsoring organization(s).

Physical information:

- a) Length: minimum 5 ft., maximum 8 ft.
- b) Width: minimum 2 ½ ft.
- c) Weight: maximum 500 lbs. (car, driver & gear)
- d) Wheels: 4, must be in contact with ground at all times
- e) Must have operable and reliable steering system; no rope or foot steering allowed
- f) Must have operable and reliable braking system
- g) Ballast: if lead or steel shot is used, it must be encased
- h) At least 2 of the 4 items commonly used by Rebuilding Together to make home repairs or modifications must be visible on the exterior of the vehicle.

C-2 TEAM

Each team will have 6 members and each member must be 16 years of age or older. Each team will consist of one driver and five pit crew – four to push and one to coordinate logistics past the finish line with the catching crew and to assist getting back to the scale. Each driver is required to wear protective headgear properly strapped (bicycle or motorcycle helmet). Entire body, including legs and arms, must be fully covered with protective clothing (jeans, long sleeved jacket/shirt, etc.) and adequate foot protection with rigid soles must be worn while practicing, during time trial, and racing. Each driver may only drive for one team.

The driver is the appointed Team Captain for their entry and responsible for the personal conduct of their team, pit crew, family members and guests. If misconduct is observed, it is to be reported to the Derby Chairpersons or the

Race and Safety Directors to investigate the complaint and address the complaint with that Team Captain.

C-3 CLASSES: PROFESSIONAL OR AMATEUR

Each team will submit photo(s) and description of vehicle including types of wheels, parts used, etc. the Monday prior to the race and will place themselves into one of the two classes. Entry class will be reviewed and finalized by the Race and Safety Directors. If an Amateur Class car wins 2 years in a row, it will automatically be moved to the Professional Class.

The two main criteria for the Professional Class are aerodynamics and high speed wheels and tires. If a vehicle is built with materials that are less sophisticated, or has items that create more drag, then it is more likely to belong in the Amateur Class. Ultimately, if there is a question as to the class, the Race and Safety Directors will have the final vote.

C-4 PIT AREA

Each team will be assigned their pit location upon check-in on race day. Due to site's space limitations, no vehicles or trailers will be permitted in the Pit Area after drop-off. **If teams arrive before the Pit Area opens, they cannot unload their vehicles, but their help to finish setting up the event would be welcomed and appreciated by the committee volunteers.** Decorations are encouraged!

Caution: Please be advised that there is a great deal of traffic at the location and it is not safe to practice on-site prior to the morning of the event.

On race day...

C-5 CHECK-IN

The registration table is located in the Pit Area. As always, our goal is safety for you and your team. Officials will notify teams when the track is available for practice runs prior to time trials on a first come, first served basis. Teams are responsible for pushing race vehicles from the Pits to the Staging Area at the Start Line. The scale will be available with no weight recorded during practice. Official four wheelers will be available to pull race vehicles from the finish line back to the Pit Area.

C-6 TIME TRIALS AND INSPECTION

Time trials will take place on race day prior to the races. The Race and Safety Directors will conduct inspections of each entry during the time trials, with special attention to weight, wheels, steering, and brakes. The ability to steer and stop your vehicle during the time trial is the steering and brake test. To qualify, the vehicle must demonstrate that it can stop within 200 feet after crossing the finish line. At the end of each time trial, the weight will be available for your team. Total weight of vehicle, driver with gear must be 500 pounds or less. Once the weight of the vehicle is officially recorded, this will be deemed as “Final Inspection.” At least 2 of the 4 items commonly used by Rebuilding Together to make home repairs or modifications must be visible on the exterior of the vehicle. In the event an entry does not pass inspection or fails a test prior to the first race, as determined by the Race and Safety Directors, the team is entitled to a full refund of the entry fee.

C-7 HEATS

Races will be bracketed prior to the first race based upon time trials. It will be set up as double elimination in each class. Teams are responsible for pushing race vehicles from the Pits to the Staging Area at the Start Line. Races will be started with the cars so positioned that their foremost parts, or “noses” will be the starting points. Cars are allowed a 15 ft. push start from the starting line. There will be a 12 ft. warning line and all hands must be taken off the vehicle in the 3 ft. warning zone. If hands are on the vehicle or other instrumentalities used to push the vehicle when the rear passes the 15 ft. line, **it will result in an automatic forfeit of that race.** Forward momentum of team members is allowed as long as no contact is made with the vehicle or other instrumentalities used to push the vehicle. Official four wheelers will be available to pull race vehicles from the finish line back to the Pit/Staging Area.

C-8 DAMAGE TO/REPAIR OF VEHICLE

Should a car, after passing inspection, be damaged before or during the race, it may be repaired by team members on hand, upon approval of the Race and Safety Directors. All repairs to the car shall be for the sole purpose of returning the car to its original form; no other modifications are allowed. After completion of the repairs, the car must be submitted for testing and inspection as discussed in C-6.

C-9 DISQUALIFICATION

The Race and Safety Directors may disqualify, exclude or eject a driver, or any member of his/her party for any of the following violations:

- a) Vulgarity, verbal or physical abuse and/or unsportsmanlike conduct, as determined by the Race and Safety Directors, directed towards officials, spectators or other participants.
- b) Pit crew or members of the driver's party failure or refusal to comply with regulations.
- c) Unwillingness to abide by an official's decision.
- d) Car or driver that endangers the driver, other drivers, or spectators.
- e) Any car that was not built in accordance with Derby Rules.
- f) Any attempt to gain unfair advantage or concealment of any illegal material or parts in the racer.
- g) Violation of any other rule or guideline contained within this Rule Book.
- h) Failure to have car in position in the staging area within 3 minutes of call for designated heat.

C-10 FINISH

The car whose nose is over the finish line first is the winner. The results will be finalized by the Race and Safety Directors and the finish line judges. If a decision cannot be arrived at, a second run will occur.

C-11 DESIGN AWARDS

Design Judging will take place after the time trials and prior to the races – all teams and vehicles must be with their cars at this time.

C-12 RACE AWARDS

Trophies are awarded for 1st, 2nd, and 3rd place in each class. The winner of each class will compete in one final race for the Grand Prize – your preference of NASCAR Sprint Cup Series Race Tickets (this includes 2 tickets per team member) **OR** a \$200.00 gift card to Lowe's per team member. The runner-up wins NASCAR Nationwide Series Race Tickets (2 tickets per team member) **OR** a \$110 gift card to Lowe's per team member.

C-13 OFFICIALS

The Race and Safety Directors shall render decisions on all matters pertaining to the interpretation and enforcement of the rules, the conduct of the race, and the determinations of winners. Such decisions shall be final and binding upon all concerned. Each contestant, by participating in a race,

agrees to be bound by the decisions made under the rules herein. Each contestant must sign the agreement on the Official Derby Registration Form, which includes a liability waiver.

A Derby official must remove himself/herself from any decision where there is an apparent conflict of interest, such as a decision involving an employee, co-worker, friend or relative, and the ruling must be assigned to a committee specifically appointed for this purpose.

The authority to qualify or disqualify cars or contestants rests solely with Derby officials – the Race and Safety Directors.

SPIRIT OF THE RULES

The Derby Rules are intended to provide fair and uniform regulations governing competition. These rules create competitive opportunities. It is not possible to write individual rules governing every possible circumstance; therefore, it shall be the responsibility of the Race and Safety Directors for that purpose, to interpret the rules in the interest of fair competition and the committee's interpretation of the rules shall be binding on the individual and competition under their jurisdiction. In addition, from time to time the Derby may, at its discretion, publish a rule interpretation, which shall be binding upon all entrants. All entrants in the Derby must understand that it is not possible to cover all possible issues of legal construction for racing.

However, changes, alterations, modifications and/or replacements not authorized by the rules should NOT be assumed to be legal. Any entrant unable to locate a rule pertaining to a specified area of construction is advised to contact the Derby Chairpersons to consult with the Race and Safety Directors for interpretation. Call the Rebuilding Together office at 405.607.0464 for more information. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the conduct of all sanctioned Derby races and events. By participating in these events, all entrants are deemed to have consented to the rules and to the authority of persons who enforce the rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. THIS PUBLICATION IS INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IS NO WAY A GUARANTEE AGAINST INJURY TO PARTICIPANTS, SPECTATORS, OR OTHERS.**