

*June 2009 Official Newsletter*

# **Omaha Area**

## **Soap Box Derby Association**

*Franchised by*

**Southeast Nebraska-----Southwest Iowa**

# **Optimist Clubs**

## **JUNE 13 Omaha Area Participants Inspections**

All participants cars for our local All-American Race June 20-21 will be inspected on Saturday June 13 at the track. We will start at 10 am and you must be in line by 2:00. It should not take too much time. We will leave the shells on. The procedure will be. #1. Unload car and move you vehicle so others can unload. #2. Get in line & report to the registration table, fill out a all-American form and get an inspection sheet. #3. Get car inspected (safety & compliance) Not to worry we will get it corrected if needed! #4. Scale check #5. Trial run check. #6 Done. If you have an unavoidable conflict call Jerry Van Waart! Home 347-9702 Cell 960-5782 **PLEASE REMEMBER IF WE HAVE 20 PARTICIPANTS THAT NEED A SPECIAL DEAL FOR INSPECTIONS IT PUTS US IN A BIND TO GET EVERY THING DONE BEFORE THE RACE ON JUNE 20.** The registration fee you have paid is for this race on JUNE 20-21

**REORT RAIN OR SHINE!** That's what the shelter is for. We will not take trial runs!

## **All-American Local Race June 20-21 2009**

The Race you have been working for is just around the corner. The weekend of June 20-21 will produce three new local champs. This years winners will join over 500 other local champs and rally champs at Akron Ohio for the 72nd running of the All-American Soap Box Derby. Their week in Akron will consist of a VIP police escort welcome to Akron on Mon., inspections, repairs Tuesday, trial run on Wed. and Race on Sat. followed by the awards presentations. Many of our families have been working for years to go to Akron and some have just got started. For some of you this will be your first race and it will be exciting and fun. This is a sport of a lot of details relating to the Derby car and how fast it is, but the biggest factor is what goes in the car, the **DRIVER**. We have seen time and time again where a rookie driver will come out of the clear blue sky and start driving smooth clean runs, and they now have good air by being flat in the car. It just takes time. My favorite saying is to see a rainbow you may have to stand in little rain or for some of us a thunder storm or two. We want each participant to understand that yes we will have one winner in each division, but they are all winners for trying and competing. **CONGRATULATIONS** to all of the parents who have put the time in. Your efforts will be remembered by your child for a life time! I Want to repeat this one more time. **(A LIFE TIME!)** Drivers please take time to thank the people that made your racing possible. The best of luck to all of you!!! Sincerely Jerry Van Waart Regional Director

**INVITE RELATIVES, FRIENDS, NEIGHBORS TO STOP OUT AND WATCH THE RACE**

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## **WELCOME ALL OF OUR NEW FAMILIES**

We have most of our Corporate car assigned as of this time and we want to welcome all of them to our racing family! You will be seeing many of them practicing at the track please help them with any information or helpful tips that will make their first racing experience a good one.

### **USING THE TRACK**

Just a few reminders on safe usage of the track. #1. Walk the track before using checking for debris and obstructions. (a leaf blower would be useful to blow off the track) #2. Never allow anyone or other cars practicing in the run out area. (the track must be clear, have a lookout) #3. Make sure your brake pad is in good shape and drivers keep their hands on the steering wheel while braking. (new brake pads can be ordered on line at aasbd.org) #4. No motorized vehicles on the track!! #5. Supervise small children not practicing. We will have one of the return trailers at the shelter for your use. It has a 2 inch ball. The trailer must be used with the ball pinned and safety chains used. Use the seat belts!!

### **WHAT DO YOU NEED TO DO!!**

#### **THIS WOULD BE A MAJOR HELP TO OUR ASSOCIATION & SAVE US HOURS OF OUR TIME**

#1. Check your car over for compliance with the 2009 plans!! You should have down loaded a set plans for your division from the All-American web site by now. If you have any questions please call ASAP. Make sure all you weights are PAINTED!!

#2. Have practice time. Each driver should be able to drive a straight line in their lane from top through the braking area. Seat time is the most single # 1 reason some drivers win more heats.

#3. Each car should have the alignment checked to make sure the car is tracking straight. (this could be a factor in the driver not being able to hold a straight line.) Alignment is checking the distance from the front king pin to the outside corner of the rear axle to see if it is the same dimensions right and left.. Once the rear axle is triangulated then you can check to see if the front axle is the same distance from the rear axle on both sides and the steering wheel is straight. This is explained in the plans that you down loaded of the All American web site. (aasbd.org)

#4. Check your wheels. Make sure your bearing are free and not coming out. Brake cleaner can be used to flush the bearings and then add some oil. We will use lighter fluid during the race applied by officials. If you have a bad wheel report it at inspections. We would also like each wheel marked as you are racing them with location (right front, left front, right rear, left rear) along with a direction arrow and Car #. Very important for us as we run a lane and wheel swap. Please review the race procedures.

#5. Remove excessive rust from your axles, and put some oil on them.

#6. Have a plastic cover or tarp for inclement weather. Water destroys these cars!! A plastic mattress cover with an elastic bottom works great.

#7. The car should be up to weight. Car and driver weights. Stock 200 lb. Super Stock 230 lb. Masters 255 lb. just a reminder these cars are much fast when up to full weight. So practice with full weight is important. All-American maximum tail weight is 15 pounds. That would be make the reading on the scale 107.5 Stock, 121.5 Super stock, and 135 Masters. Tail weight is checked with the driver in the car in their normal driving position. We will check and record tail weights at our inspections to avoid excessively tail heavy cars.

#8. You might want to build some small stands for you car to use in the pits. Two 2X4 nailed in a T works just fine. This keep your car up off the ground when you are not racing.

Corp Cars. Still Open We have one Masters , two Super Stock, and three Stock cars needing drivers. Golf fundraiser Sunday June 7<sup>th</sup>. Need pin prizes! Call if you know of someone willing to donate!

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## **SHORT REMINDERS!!!**

- #1. Stock, Super Stock, Masters Div. When putting your shell on for the race (there must be a body screw and washer in the nose pushing the shell back tight against the FB. In the Stock a 39 1/2 girth must be maintained directly in front of the cockpit opening, edge of the floorboard on one side over the top to the shell to the opposite edge of the floorboard. It can be bigger but not smaller than 39 1/2) Masters is 32 1/2 and 8 1/2 at 4 1/2 on the nose.
- #2. Be prepared for RAIN! A tarp or plastic sheet should be used to cover the car while transporting it and for use in the pits race day. Water will destroy your car!!
- #3. Practice runs prior to June 20 are **VERY IMPORTANT!** Remember having the car up to weight will give the driver a better feeling of how the car drives. All drivers **MUST** be able to stay in their lane during each heat as well as braking in the run out area.
- #4. Drivers should be instructed on how to feather their brake to avoid burning up a brake pad in two runs. A good or new pad should be installed prior to Sat. morning.
- #5. Race teams should have help at the **TOP** of the track as well as the **BOTTOM** to handle the car. We will have car dollies at the end of the track. No child should be lifting cars. (too heavy)
- #6. There will be a limited number of pit stalls for a race of this size. Please leave recliners, dog kennels, wide screen TV, earth movers, at home. Just kidding!! You will have just an 8 x 5 spot, some of the normal gear may have to be placed in a tent outside of the concrete pits. 90 cars-100 stalls!! Walking between cars will also be problem. Small children should be supervised at all times. **PERSONAL TENTS WILL NEED TO BE ON THE GRASS FOR THIS RACE!**
- #7. Be on time Sat. June 20!!!! Unload just the car and move your truck or van as quickly as possible so others can also unload! That would help a bunch. Parking to the east of the pits will be allowed weather permitting. **Must be on site by 7:00 am Rain Or Shine!!!!!!!!!!!!**

**OMAHA Area Soap Box Derby  
490 Coronado Circle  
Carter Lake Iowa 51510**

**To The Parents of**

**Please Read Important Information!!!!!! Thanks**

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# **SAT. JUNE 20 RACE DAY SCHEDULE**

**(PLEASE READ CAREFULLY----CALL IF YOU HAVE ANY QUESTIONS)**

**REPORT RAIN OR SHINE** If it is raining we will need to have every race team report in so we can give everyone directions and updates. After your car was inspected you were given a sticker to be placed on the top of the car in the back. This sticker has some emergency numbers to call.

**REMEMBER RAIN AND HEAT WILL RULE THE RACE!**

**Saturday June 20<sup>th</sup> 6:30 am. Pits Are Open!** Drivers Check In, and get your Official Race day shirt. Must be worn. 7:00 am. **Must** be on site and unload **ONLY** your race car as quickly as possible, and move your truck or van away from the North side of the pits. You can park up by the concession stand or on the grass on the east side of the pits. (if dry) You will place your car in line for our **mandatory** Akron group photo. While we are waiting to unload all cars, final inspections will be taking place, sponsor stickers will applied as needed to left side of the car, wheels checked or marked for location and direction (have your wheels on the way you will be racing them all day), bracket number given (to be placed on top of the car in front of the cockpit numbers facing the driver). You may see large car haulers spotted on the Northeast end of the pits beyond the concrete on Friday night. If you have a large trailer and want to spot it Friday night and leave it make sure it does not block the North side of the pits. They can also be left on the grass east of the pits.

**7:30-7:45 am. Group Photo---Parent and Driver Meeting** Race format for the 2 days will be given! After group photo you will go to your pit stall. (First come first serve.)

**8:10 am. Brackets Pulled** (Scales will be closed and tools and alignment gear will not be allowed in the pits from this time on.)

**AS YOU CAN SEE WE WILL BE PRESSED FOR TIME!**

**SCALE CHECK! ALIGNMENT CHECKS! BRAKE PAD CHECK! PRACTICE RUNS**

**FOR EVERYONE SAT. MORNING WILL NOT WORK!!!!**

**IMPORTANT INFORMATION!** Scales, Alignment Equipment, and Return Trailers will be available Wed. 17<sup>th</sup> Thur.18<sup>th</sup> & Fri. 19<sup>th</sup> from 6:00 to 8:00 @ the track. **Three nights to get race ready please take advantage of this.** **PLEASE! REPORT SATURDAY MORNING READY TO RACE!** Have a new brake pad on so we do not have to delay the race.

**8:30 am. Pre Race Activities** Parade--VIP Races--National Anthem-- Pre Staging First Round Stock Heats Followed by the real deal racing! At no time will there be tools in the pits. Wiping rags only. No lubrications or solvents for wheels or axles. If you need any repair a special location will be set up with tools to get this done. **PLEASE GET PERMISSION BEFORE WORKING ON ANY PART OF YOUR CAR!** All drivers will have a photo taken with their car prior to going over the scale first round. If you have a bye first round please report with your division to get a photo.

**This Race is Double Elimination! Do not leave without checking with Jerry Van Waart First!!**

**SUNDAY JUNE 21<sup>st</sup>.** Consolation Race & Dual Control Super Kids Race and Finish Local All-American if needed. Pits Open 7:00 am. Must be on site 7:30 am. Brackets drawn, followed by racing. 2:00-3:00 pm. Est. finish.

**AWARDS PRESENTATIONS** Presentation of awards will be Sunday following the racing. It will be at the indoor pool at the Prairie Life Fitness 84<sup>th</sup> and Q. We will have the indoor pool to ourselves from 3:00 to 5:00pm. The trophies will be presented at 4:00pm. There is a snack bar there if you wish to eat or purchase a cool refreshment. Everyone is welcome to cool off and join in the swimming. Personal lawn chairs maybe useful. Every child racing will be given a participation plaque. If you are not able to attend the awards presentations please see Jerry VW on Sat. after you are done racing. Good Luck!!!!!!

## Race Guidelines & Procedures

- #1. Stay by your car and know your bracket #. When your # is called to race, please report as quickly as possible in the order you were called and match up with your opponent. You must pay attention as numbers are being called. No bye runs will be allowed until the final heats for the winner of the winners bracket. Keep your wheels on your spindles while in the pit! You can spin the wheels in the pit. No tools, lubricants, or alignment equipment, wiping rags only in the pits.
- #2. We run a 2-4 wheel swap. You will spin to see what two wheels you will exchange with your opponent. After you switch two wheels make sure that all wheel clip pins & washers are secured. The head of the pin should be facing down hill. Inside and outside washers can be used (no O rings). After the first wheel exchange a small amount of lighter fluid will be shot in each bearing by an official. Nothing can be added to the wheels after that point. If you need your spindles wiped off see an official at the time of the two wheel exchange. It is your responsibility to check to see if your opponents wheels rub your fairings.
- #3. A scale check will be done to make sure you are under or at weight. No tail weight will be given. A second scale will be set off to the side to check total or tail as the race in progress. If you are called to race you must go directly to the staging area.
- #4. Load on trailers to topside. Second phase racer has priority on the trailer. No spinning of wheels on the trailer. All drivers will be seat belted in before trailer moves. Drivers and car handlers allowed in the return truck or trailer. This is where a second person maybe needed to help handle your car at finish area.
- #5. Unload at top side. First phase line up to the left with the low bracket # on the right lane 1 (South lane) and the opponent with high number on the right lane 2 (North lane).
- #6. As soon as the ramp clears load next heat. The Starter is in charge!!! He will determine how much wiping down of cars and ramps he will allow. Depends on the weather and the conditions! Align the car, load the driver, brake check, tuck and the starter will tell car handler stand clear, drivers must sit still, and the gate will drop. Car handlers please avoid that last second t-shirt tuck or helmet tip. Do not stand on the ramps as we are loading the next heat. No spacing of wheels and one rock only and it must be done together!
- #7. All helmets and eyes must be above the front of the cockpit at all times during the race. Ducking is grounds for disqualification. Officials will be monitoring the full length of the track!
- #8. Drivers must stay in their respective lanes at all times!! If a driver crosses the yellow center line the starter and officials will determine a DQ if the driver who crossed the yellow interfered with his opponent. If a driver in the first phase hits the timer they are DQ. If they hit it in the second phase and we have a valid time it will stand.
- #9. After the first phase a time differential will be given. The cars will be dollied off the track. If you do not want the car dollied off, you must have a car handler at the run out area to handle the car. When the car reaches the pits it will be pushed on all four wheels to the return trailer and loaded for the return trip back to top side.
- #10. Second Phase cars returning to top side will be placed on blocks for the final 4 wheel swap. ONLY car handlers and drivers will be allowed to exchange wheels. All pins removed and start swapping wheels together (front together, rear together) Do not lay a wheel on the ground or turn it when exchanging. All clips and washers stay with the car. Check all pins and proceed to the ramp.
- #11. Second phase race will be given a time and the overall winner announced. Cars dollied off and back to your pit stall and get your two wheels back.
- #12. Pea gravel rule. First phase find the cause for going into the pea gravel, repair it, flush all eight wheels, and run second phase. If there is over 20 min. delay between phases start over.
- #13. Dead heats first or second phase whoever wins a phase is the overall winner.
- #14. Dead heat after 2 phases. Do not change wheels, go back to topside switch lanes, and start the complete heat over. Same is true for the championships runs and the challengers side wins the final heat forcing an additional heat to get our champion.