



Student Designed Car Regulations for 2017

Sections 1 to 8

Administration of the Event

The Event will be held on 25th and 26th of November 2017 at Adelaide SA. Racing will be pursuit style on an oval track.
Venue to be announced.

Additional information will be published on the web site
www.modelsolaraustralia.org

Sections 1 to 8 (this document) cover the administration of the event.
Section 9 (a separate document) covers the car specifications.
N.B. All nine sections must be read as a single document.

This document supersedes all previous versions. Issue Date 10th March 2017

MISSION STATEMENT

To develop and encourage an interest in using solar and renewable energies in school aged students throughout the world and to give these students the opportunity to gain some experience and expertise in this by using active learning in addressing real life challenges. By doing this, it is hoped that the citizens, scientists and engineers of the future will be more likely to participate in developing a more environmentally-aware approach to the way energy is used, both by a more efficient use of old technologies and the appropriate introduction of renewable energies and technology.

THE COMMITTEE

The Organising Committee of the Australian - International Model Solar Challenge Event is a voluntary body consisting primarily of members of the Australian-International Model Solar Challenge and members from the local state associations and may include sponsors representatives, teachers, students and other invited interested persons, is hereafter referred to herein as the Organising Committee.

INTRODUCTION

1.1 Event Name

The Event shall be known as the Australian - International Model Solar Challenge Student Designed Cars (“AIMSCSDC”) and is run annually. This, along with other events for boats, will form the Australian - International Model Solar Challenge (“AIMSC”).

1.2 Overview

The AIMSCSDC event is a set of races for model solar cars designed and built by students studying at primary or secondary levels up to and including year 12 or its equivalent. The cars compete on either an oval track in pursuit style racing or on a two lane “figure 8” track of approximately 86 metres in length in a conventional side by side race. It is a two-day event, with the first day allocated for round robin trials and the second day as the Race Day.

To ensure conformance, to the rules as set out later in this document, all cars are scrutinised before the start of each day’s activities.

On Race day, the best performing 16 cars as determined by the results of the round robin trials will race off for the final placings.

1.3 Spirit of Intent

The Challenge is designed to provide students currently studying up to and including Year 12 secondary level, with an opportunity to learn, so it is very important that the design and building of the car be completely that of the students. The Organising Committee is aware that some components will need to be either purchased or made using equipment unavailable to most students. To make up for this, it is important that students should be able to show some understanding of the processes which were or could have been used for the making of these non-standard components.

The students are expected to understand the workings of their car and to be able - without outside assistance - to make any and all necessary adjustments or repairs over the course of the Event.

Teachers, mentors, parents and/or other adult advisors are encouraged to teach the students the correct scientific and technical principles; however, they are not allowed to undertake any of the physical work on the car themselves.

In the past, there have been occasions where adults have done the work instead of the students, which can significantly advantage the team involved; this is inappropriate, unfair and is not allowed. As the main object of the experience is for the students to learn how to do it themselves, adult help only interferes with this goal and the Organising Committee take this problem very seriously. Adults seen to be acting inappropriately will be given one warning before penalties will be applied to the team involved. Any further breaches will attract penalties, beginning with 200gm of extra ballast and ending with disqualification from the Event.

1.4 Competitors

The competition is open to applicants from schools and other organizations in Australia and invited parties from overseas. Competitors must be students currently studying up to and including Year 12 secondary level, as approved and invited by the Organising Committee. All teams entering this event must comply with the regulations.

1.5 Correspondence

Email: contact@modelsolar.org.au

Mail: The AIMSC Event Organiser
Australian - International Model Solar Challenge
PO Box 108
Darling 3145
Victoria
Australia

2 INTERPRETATION OF THE REGULATIONS

These regulations have been agreed to by the Organising Committee for the event. Selected members of the Organising Committee will make any required clarifications or decisions for any situation that arises that is not covered by these rules.

If, during the event or at scrutineering, AIMSCSDC Officials discover that an entrant or member of a team has deliberately violated these regulations in order to gain an unfair advantage over other entries, or if the officials suspect that there has been a departure from the spirit of the Event, that team will not be eligible for any awards and will be unable to progress past the quarter finals. If the AIMSCSDC Officials further believe a significant violation of these regulations or departure from the spirit of the event has occurred, that team will be disqualified from the competition.

3 ENTRIES

3.1 Number of Teams

Four teams from each Australian state or regional level event will be invited to the AIMSC. International competitors may also be restricted to a maximum of state or f 4 teams from any region. Additional invitations may be extended by the Organising Committee.

3.2 Original Work

All teams must be able to provide the scrutineers with evidence that the car is the original work of the team members in both design and construction, performed in the current year (2017) and not simply a restyling of any car from a previous year. This will include both the chassis and the body of the car. However, you are permitted to reuse: motors, drive systems, wheels, suspension, guide systems and other similar components. If any organisation has more than one car entered, the cars must be significantly different in both chassis and body, to indicate to the scrutineers that the cars are the work of different teams. This work will be proven by the submission of a poster and possible discussions with delegated Organising Committee members in an interview.

3.3 Statement of Work

All team members must sign a declaration truthfully stating that the team is (at least mostly) responsible for the design and construction of the team's car.

3.4 Posters

Prior to scrutineering, all teams must present to the AIMSCSDC organisers a laminated or contact coated A2-sized Poster, documenting the design and development of their car (this is standard: all engineering projects require documentation and research is often presented as a poster). This record should document experiments and/or the calculations which were used in the design of the Model Solar Car. Some discussion of the benefits or use of solar power for minimizing greenhouse gas emissions will be encouraged. Graphs and design drawings will be marked favourably.

The poster will be assessed as follows:

Item	Points
Headings legible from 5 metres	1
Writing legible from 2 metres	1
Summary of test results	5
Construction details	5
Presentation – photos, diagrams, drawings, etc.	4
Greenhouse relevance	3
References, acknowledgements	1

Total	20
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Once you submit it, this poster becomes the property of the AIMSC organisation and may be used for promotion of the Event, but may also be returned to the team after the Event.

3.5 Interviews

A panel, selected by the Organising Committee, may interview selected teams about the design, construction and testing of their car and/or its component parts. Each team member should be able to contribute to the answers given during the interview. Questions could be about any number of the following areas:

- Wheel and bearing selection and rolling resistance.
- Effect of weight and tyres on rolling resistance.
- Design of steering mechanism.
- Design of chassis.
- Effect of cloud on solar intensity.
- Effect of solar intensity on panel performance.
- Explain how solar cells work.
- Explain how gear ratios and panel wiring can be changed to suit the weather conditions (if not using electronics).
- Explain the function of any electronic controls on their car.
- Discuss your team's organization and decision making process.

4 Registration

Australian entrants must confirm their participation with their regional Event Coordinator within one week of receiving their invitation to participate in this event. Potential overseas entrants must notify the AIMSC Organisers of their interest in competing by August 30th 2017. Invitations for the AIMSCC event will be sent to the regional coordinators for their local entrants. International invitations will be sent to the parties that have contacted the AIMSC organisers by that date.

5 TRACK

Competitors must not modify the track in any way at any time during the Event.

During the racing several Track Marshals appointed by the Organising Committee will be in attendance and their directions are to be obeyed at all times. Use of the track without the supervision of the Marshals is not permitted.

5.1 Size and Shape

The track used will be supplied by the host State. Typically, the track will be either:
A “figure 8”, with a low bridge at the crossover point. The corners will feature curves, with an approximate minimum radius of 5 (five) metres. The track can be considered to be flat, as none of the tracks currently in use have been designed to accommodate banking on the corners. The track length approximately 86 metres and the finish line is 14 metres past the start gate, this gives a single lap race distance of approximately 100 meters, a 2 (two) lap races as 185 meters and the 3 (three) lap races 270 meters.

Or a single lane flat oval track with corners of nominal 5 metre radius. Racing will be conducted in a pursuit style.

5.2 Slope

The maximum slope of any part of the track will be less than 1 in 8.

5.3 Clearance

The minimum vertical clearance is 200mm above the running surface of track.

5.4 Construction

The track will have a predominantly smooth surface, the fig. 8 track has two parallel guide rails with nominal dimensions 16mm wide by 14mm high. The pursuit track has only one guide rail of 16mm wide by 14mm high. As both tracks are assembled in sections, minor misalignments will exist; there will be some unavoidable mismatching at the joints and the track surface will not be perfectly flat. Car design must allow for this.

5.5 Starting Position

If the fig. 8 track is used, races will start near the top of the downhill section of the track. Cars will be started by resting against the start gate, which will be rotated away from the cars by a person appointed by the Organising Committee.

In the case of the pursuit track, cars will start on opposite sides of the track. They will be hand released, without pushing, on the command of the starter.

5.6 Race Completion

If the fig. 8 track is used, a race is not considered complete until the car has entered the stopping zone (a section of straight “flat of track” after the corner which follows the finish line position), and has been safely removed from the track.

In the case of the pursuit track, there is no defined finish position. The race will be considered complete when one car has caught up with and touched the other vehicle or gained on the other vehicle after the specified number of laps or time has expired.

The number of laps or time for a race will be decided depending on numbers of entrants and anticipated weather conditions, it will be announced before racing.

5.7 Determination of the Wining Vehicle

For the fig. 8 track, a vehicle will be determined as the winner of a race by passing the finish position before the other vehicle and being still within its assigned lane until race completion and has not been deemed to have caused any interference with the other vehicle.

For the pursuit track, the winning vehicle will be the car that has caught up with and touched the other vehicle, or gained on the other vehicle after the specified number of laps or time has expired. In cases where damage to either vehicle is likely in the view of the race coordinator, teams may be instructed to remove either or both cars from the track before a collision takes place.

In all cases the determination of the winning vehicle by the officials is final and no appeals will be allowed.

5.8 Race Format

Unless the AIMSC Committee decide otherwise:

For the fig.8 track, round robin races and initial elimination races will be held from the starting position and cover a single full lap of the track, plus the distance needed to complete the race.

Based on the weather and available time, later stages of the knockout races may be staged over 2 (two) laps.

For the pursuit track, all races will be held by cars starting on opposite sides of the track. Cars will race until a winner is determined as detailed in 5.7 above. The races will be conducted in either a clockwise or anti-clockwise direction. The direction of racing will be selected at the discretion of the organisers, and may be changed randomly during the course of the event.

6 SCRUTINEERING

6.1 Race Ready

All competing teams are required to register upon arrival at the Event venue by the time stated on their invitation. Cars must be in race-ready condition when presented for scrutineering. Scrutineers have the right to examine each car at any time during the Event to ensure it conforms to the regulations.

6.2 Failure

Any car failing to pass scrutineering by the end of the scrutineering period may not be allowed to start the Event; or the scrutineers may decide to apply a penalty in the form of additional ballast. Minor infractions of the regulations will typically attract a 50gm additional weight penalty, with penalties increasing to 200gm for more significant breaches of the regulations. The size of the penalty will be decided between the Chief Scrutineer and the Scrutineering Team. If it is decided by the scrutineers that the infraction gives the car a significant advantage and that carrying extra ballast isn't enough to "level the playing field", the car will be excluded from the Event.

The scrutineers will make allowances for circumstances beyond the control of the team, such as damage in transit.

6.3 Array

The solar array provided by the organisers must be used in all time trials and races. As this array will be provided immediately before the car is placed on the track and returned immediately on the completion of that race or trial the car design must allow for quick installation and removal of this array. See details in Technical specifications section 9.

The competitors are required to supply their own array for car testing.

6.4 Pre/Post Race Checks

During scrutineering, the weight of the electronics unit if used, any ballast and the total weight of the car will be recorded. Immediately prior to and/or after each race, all cars may be re-weighed. If the car weight is different from the recorded weight, the team will be required to explain the reason for the weight difference. If, after a race, the ballast if required, or the cargo was not carried, the car will forfeit that race.

For cars racing without electronics, visual confirmation that no electronics are in use will be required. The car design must allow for this inspection to be done quickly and easily.

7 SERVICING

7.1 Service

Students will be expected to be capable of operating independently of teacher or parent support and therefore only students are permitted to perform car adjustments and/or maintenance.

7.2 Modifications

Team members may modify cars between races; the scrutineers may reassess cars at any time. However, cars as passed at scrutineering immediately prior to the commencement of the knockout rounds must be used in that configuration for all subsequent races. Tune-up procedures such as changing driving wheels, gears, motors, steering mechanisms is allowed.

Modifications specifically excluded include the changing of the car body and the chassis, irrespective of light conditions. However, repairs to these major components are allowed.

7.3 Restricted Areas

No person other than those nominated shall be allowed in the restricted area without the permission of an AIMSC official and they must be accompanied by that official at all times whilst inside that area. These areas will be clearly signposted at the Event.

7.4 Hazardous Substances

Note. Due to Health and Safety Regulations, the use of bulk solvents, (other than water) and liquefied gases of any sort, for any purpose whatsoever, IS **STRICTLY PROHIBITED at all times and in all areas of the competition.** For this reason, cooling solar panels with anything other than water ice will not be allowed at any time during the Event. This does not include small quantities of common commercially available lubricants and spray cans for the purposes of cleaning and/or lubricating bearings etc.

8 COMPETITION

7.5 Structure of the Races

The event commences with pairs of cars competing against each other in a series of round robin races. **In the case of the fig. 8 track**, over equidistant courses. **In the case of the pursuit track**, cars will start on opposite sides of the track and race over a predetermined number of laps of the track or a predetermined time.

All race draws will be conducted randomly. At the completion of the round robin racing the number of wins a car has achieved will be tallied up. The 16 cars with the most wins will then progress to the final race series. It is anticipated that at least 7 rounds of round robin racing will be conducted before the selection of the final 16 cars.

The 16 cars with the most wins in the round robin racing then participate in a final race series in which the 1st, 2nd, 3rd and 4th placings will be determined in order of car performance. A series of races is required to determine each placing.

7.6 Starting Procedure

Cars are called to the marshalling area a minimum of 2 (two) races ahead of their next scheduled race. If the car and its support team are not present at the starting position within one minute of being called for the start of their race, the car will forfeit that race. **For the fig. 8 track**, in the case of best of three or best of five heat races, cars will alternate between track lanes. If a final race is needed (in best of 3 (three) or 5 (five) heat races) to determine the winner, the final race lane assignments will be decided by a coin toss. **For the pursuit track**, cars will alternate between the starting positions on each side of the track

If cars are required to race in consecutive heats, at a team's request a 2 (two) minute adjustment time will be allowed between heats. Failure to present at the starting line before the 2 (two) minutes are up may result in forfeiture of the race.

7.7 Stopping Procedure

The race will not be considered finished until both cars have stopped and been safely removed from the track.

On the fig. 8 track there will be a rigid barrier 120mm high placed centrally between the two guide rails in the stopping zone (the first three straight sections of track after the corner following the finish line), to separate the stopping zones for each lane.

Teams may choose any method to stop their car provided no interference is caused to the other car. Any interference with the stopping zone of the other lane by a car or team member may result in forfeiture of the race.

On the pursuit track, the stopping procedure is described in 5.7.

7.8 Stability

If the car comes off the track, it shall be deemed unstable and will not be re-started in that race, unless the AIMSC officials are satisfied that the problem was caused by a serious problem with the track. There shall be no handling of cars during the race other than by officials or by people nominated by the officials. If both cars come off the track prior to the determination of the winning vehicle, the race will be awarded to the car which travelled the furthest distance on the track before derailing. If one car comes off and obstructs the other lane, the other car shall be awarded the race if it reaches that point and collides with the car which derailed first. If one car or team, in the opinion of the officials, causes damage to the other car that is likely to affect its performance, the offending car will forfeit that round. The damaged car team will be granted extra time and assistance to make whatever repairs might be necessary.

7.9 Poor Light/Adverse Weather Conditions

Depending on the decision made by the AIMSC officials, races may still be run in virtually any weather conditions. If light conditions make it impossible for the cars to complete the course, the car that travels the furthest distance on the track, or, if two cars travel the same distance, the car which reaches that point first, within one minute of the start of the race, will be judged the winner. **Pursuit races** may start on short ramps with a slope of approximately 10 degrees in poor weather conditions, that is when Sun levels are below 12%.

Please Note: Due to the geometry of the figure 8 track, the car that appears to be in front may not actually have travelled the furthest distance. When both cars have come to a halt short of the finish line, the race will be deemed to have finished if neither car has moved, for 10 (ten) seconds. If a car stops for any reason, a Track Marshal has the right to decide to have that car restarted from any point on the track behind the stopping position, but the car must not be manually pushed to restart.

7.10 Practice and Testing

Practice on the track will be allowed at any feasible time that Track Marshals are in attendance. **Use of the track without Track Marshal supervision is not permitted.**

7.11 Results

Final results will be decided after the provisional first four place winners have been re-scrutineered and passed by the AIMSC officials.

7.12 Prizes

Prizes will be presented to cars that finish in First, Second, Third and Fourth places. The presentation of prizes will be held as soon as possible after the completion of the Final Race of the Event. Additional prizes for best poster, team uniform etc. will be presented to teams deemed worthy.