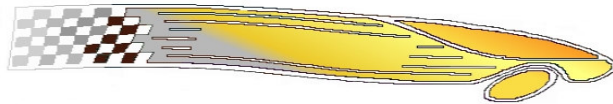




WONTHAGGI
ENERGY INNOVATION FESTIVAL



& HUMAN POWERED GRAND PRIX



12th WONTHAGGI HUMAN POWERED GRAND PRIX

HPV AND PUSHCART RULES BOOKLET

MARCH 20 - 22, 2009

WONTHAGGI, VICTORIA

This event is proudly supported through
Regional Development Victoria



The **2009 WONTHAGGI Human Powered Grand Prix** is an exciting program designed to provide opportunities for students, teachers, parents and local industry to work together to design and construct a human powered vehicle.

The program aims to encourage participants to examine and use the latest technology while considering its impact on the environment and the way people live locally and globally. It requires a team effort and an across-the-curriculum approach.

Rule changes for 2009 are underlined in this booklet.

Aims

THE 2009 WONTHAGGI HUMAN POWERED GRAND PRIX

- actively involves young people in finding solutions for a world they will inherit
- provides an excellent technology studies project for primary and post-primary students
- is a great opportunity for schools and communities to work and learn together
- provides an opportunity for women and girls to participate in what has traditionally been a male area of curriculum
- will be a fun program with real world challenges
- offers students opportunities to explore and address vehicle design, driving skills and vehicle and passenger safety issues.

The Wonthaggi Event

Participants in **The 2009 WONTHAGGI Human Powered Grand Prix** will gather in Wonthaggi from **FRIDAY March 20th to SUNDAY March 22nd** to celebrate their achievements. Activities will include judging of developmental work, displays and endurance trials on a 1.4km street circuit.

The Categories

The 2009 WONTHAGGI Human Powered Grand Prix has eight separate categories designed to cater for different levels of technology application and understanding. Category 9 has been included to cater for community groups and students from more than one school.

- Pushcarts
 1. Primary Y3-4
 2. Primary Y5-6
 3. Junior Secondary Y7-8
- Human Powered Vehicles
 4. Junior Secondary Y5-7
 5. Middle Secondary Y8-10
 6. Senior Secondary Y11-12
 7. Open Secondary Y7-12
 8. Open Girls Y7-12
 9. Community

**In the spirit of learning and
having fun**

Classes

- | | |
|---|-------------------|
| • Students from Year 5 to 7 | Junior |
| • Students from Year 8 to 10 | Middle |
| • Students from Year 11 and 12 | Senior |
| • Open entries for any group of same school students. | Open |
| • All girls from Year 7 to 12 | Open Girls |
| • Teams of enthusiasts | Community |

Teams

- Junior teams will contest a 16 hour trial with teams of up to 12 riders with a minimum of 4 girls. Students may come from a cluster of Primary and Secondary schools.
- All secondary entries are to be team entries and must consist of current students from the same school.
- Teams in the 24-hour Trial will consist of a minimum of six and a maximum of eight riders, of whom at least half must be female with the exception of Open and Community class entries.
- All team members must be familiar with the operation of their vehicle entry and must participate in the 24-hour Trial at Wonthaggi.

Pushcarts Vehicle Specifications

Designing and developing a pushcart can be an enjoyable and productive way of introducing primary students to technology, science and environmental education. The machine, powered solely by students, is based on the old fashioned billycart.

1. REQUIREMENTS

- Teams of eight students will, with assistance if required, design and build a pushcart according to the specifications which follow.
- Each team of eight must include at least four girls.
- The team may obtain the assistance of other students, parents, friends, local tradespeople, community groups etc. in the development of the vehicle. **However, adults are not permitted to assist when the team is presenting to the scrutineers, nor may they “pace” the team during the track events. Teams who are assisted by adults in the delivery of presentations or on the track will be penalised.**

2. DESIGN REQUIREMENTS

2.1 General

- The basic design is a billycart with three or four wheels, a roll/push bar and front steering. (The roll bar may be the push bar or they may be separate)
- Any construction material may be used, provided that the safety requirements are met. No car or motorcycle parts are to be used with the exception of seat belts, which are a safety item.
- Every component of the cart in its dismantled state **must be able to fit under an imaginary bar 100 mm high**. The cart can be as high or elaborate as desired providing it can be disassembled to meet this requirement.
- The front of the push cart must have adequate foam or padded protection to prevent injury should the cart collide with another cart, or the feet and legs of another cart’s pusher.

2.2 Brakes

- A brake must operate on at least one rear wheel. The brake control or pedal must have a definite “off” position, controlled by the rider.
- Moving bolts on the front axle pivot and brake parts must have lock nuts or washers, or be so designed that they don't work loose during the Trial.

2.3 Wheels

- Wheels, including tyres, may not exceed 255mm / 10 inches in diameter.
- Front wheels must not contact the cart on full steering lock, causing front wheels to lock.

2.4 Safety

- Protruding bolts and fasteners must be cut off and jagged edges filed smooth. **This requirement will be strictly observed at scrutineering.**
- Drivers must be restrained so they cannot fall out of the cart. A proper car seat belt with buckle must be fitted and used by the driver when in the cart. The belt must be wide enough so as not to cause injury **and it must fasten with a buckle. Velcro fastening is not acceptable.**
- The roll bar must provide protection at least 100mm above the head of the tallest driver. It can serve as a push bar or the push bar can be of a separate construction.
- Each member of the team must wear knee and elbow pads, an ASA approved bicycle helmet and protective gloves.

2.5 Stability

- If a rear step is installed to enable the pusher to scoot the vehicle, the cart must be stable while the heaviest pusher is standing on the step and the lightest driver is sitting in the cart.

2.6 Vehicle Identification

- Each vehicle will require three white identification panels measuring 100 mm x 100 mm for displaying the team's number. These panels must be fitted to each side and the front of the cart. They must be pliable and not constitute a danger to pusher or driver. Numbers will be supplied on registration.
- A 'Tested' sticker will be supplied after the scrutineering 'all clear' has been obtained. This is to be displayed above or below the number at the front of the cart. Provision must be made for this in the front identification panel.
- Provision may need to be made for the display of sponsor panels.

3. ASSEMBLY COMPONENT, DESIGN & CONSTRUCTION

Each pushcart will be presented to the judges in a dismantled state. The team will re-assemble the cart without any help from adults. In the unlikely event of a team taking more than 30 minutes to assemble the cart, the attempt will be abandoned for assessment purposes.

The Design & Construction segment enables the judges to assess teamwork, practical skills and understanding as well as the design features of the vehicle. In this segment, they will be looking for:

- competence at assembly
- innovation in steering and braking
- pushcart presentation
- use of recycled materials
- acknowledgement of sponsors
- involvement in the wider class or school community in designing and constructing the vehicle
- ability to rebuild the pushcart from the dismantled state within 30 minutes

When the judges have assessed the team during the Design & Construction segment, final scrutineering will be carried out (testing of brakes) and, if all is well, the team may proceed to participate in the Trial segment.

Pushcarts may be permitted to compete in the obstacle course, sprint or endurance relay events without a "TESTED" sticker displayed on the vehicle at the organisers discretion.

4. ASSESSMENT

Design and Construction40 points

The points allocated for each team in the obstacle, sprint and endurance races shall be calculated by dividing your teams time by the fastest teams time and multiplying by the number of points allocated for the section.

Eg. For sprint races $\frac{\text{Your teams time}}{\text{Fastest teams time}} \times 20 \text{ points} = \text{your points scored.}$

Obstacle Course20 points
Sprint 20 points
Endurance Relay20 points

5. THE TRIALS

An obstacle course, sprint relay and an endurance relay will test all aspects of vehicle design, construction and reliability as well as student fitness and teamwork.

- The Design & Construction elements and safety requirements must be satisfied before a team can participate in the trials.
- Power for the vehicle must come solely from the single team member who is pushing the cart.
- The pusher may ride on the back of the cart while scooting it along.
- Adequate time will be provided before the trial events start for rectifying any minor problems that might become evident during the Scrutineering and Design & Construction segments.
- Ultimate success on the track will depend as much upon fitness and teamwork as on the design of the cart.
- Poor teamwork, particularly at changeover points in track events, could lead to loss of valuable time.
- Undesirable track behaviour (e.g. arguing at changeover, “pacing” by adults) may be penalised by the marshals.
- All the relay events involve "out and back" trials and are timed over the whole team's efforts **including changeovers and stops.**
- The obstacle race requires rider/pusher changeovers at each end of the figure 8 and the Sprint race at each end of the course. The Endurance relays involve rider/pusher changeover only at one end.
- Teams will be required to participate in all events. Points will be allocated on the basis of elapsed time in each of the obstacle, sprint and endurance events.
- All relays require each member of the team to ride and push in turn, in pairs.

The Obstacle Relay trial shall be over a figure 8 shaped course with a start and 2 garages at one end and a Rider/Pusher change over box at the other.

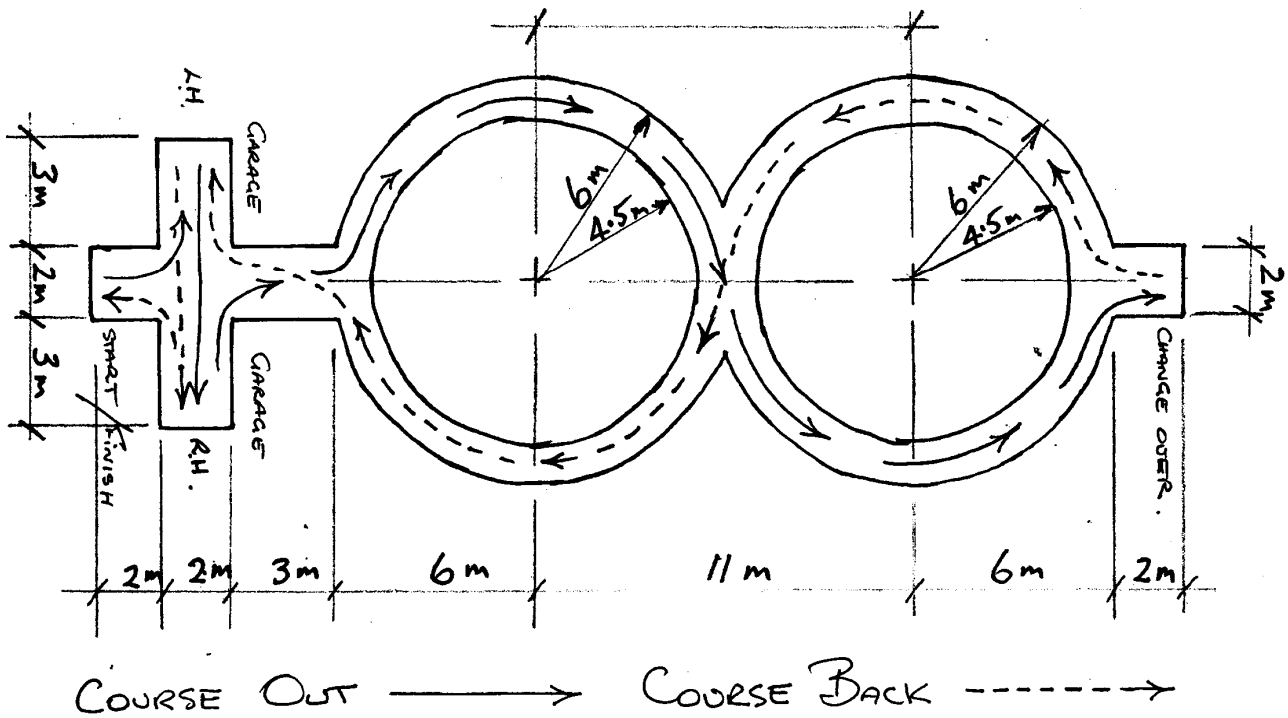
- All rider changes are to be carried out in the marked change box and seat belts are to remain fastened until the cart has entered the change box.
- Any method of turning the vehicle may be employed as long as the two participants do not leave the change box. Seat belts must be fastened before the cart can leave the change box. Penalties apply to riders/pushers who step outside the box or course marking.
- Directions of travel and change over points are as per the diagram and instructions.
- The team's time shall be taken from the start of the first rider/pusher combination, until the last combination completes the course.
- Penalties apply for hitting any marker on the course or errors of passage of the course.
- Each penalty point shall add 5 seconds to the overall elapsed time score.

The Sprint Relay component will be conducted over a 50 metre straight track. The team's time shall be taken from the start of the first rider/pusher combination until the last combination completes the course.

The Endurance Relay component will be conducted over an approximately 150m long grass track. The teams time shall be taken from the start of the first rider/pusher combination until the last combination completes the course.

6. PUSH CART OBSTACLE TRACK

PUSH CART TRACK & COURSE.



Human Powered Vehicles

Vehicle Specifications

Entrants will design, build and compete, using a vehicle powered solely by human power. Design requirements include a maximum length of two point seven (2.7) metres, single seat and minimum of three wheels. The rules are similar to those for the RACV ENERGY BREAKTHROUGH, the MAROONDAH GRAND PRIX, the CASEY CARDINIA CYCLING FESTIVAL and the AUSTRALIAN INTERNATIONAL PEDAL PRIX vehicles to allow vehicles from other events to enter.

Entrants must:

- design and build a vehicle “from a clean sheet”
- develop or adapt a vehicle from an existing design
- liaise with local industry or community groups to design and build a machine.
- commercially designed vehicles acceptable, however the spirit of the event encourages school based design and construction.

The school Principal must sign a declaration indicating the level of involvement in the design and construction by the students.

Vehicles that don't comply fully to the specifications will be accepted at the scrutineer's discretion, except in regards to safety

No vehicle will be allowed to start the event until it has passed scrutineering.

All entrants will be required to participate in a 24-hour marathon trial event (junior 16 hour) on the Wonthaggi Grand Prix circuit through the Wonthaggi Recreational Reserve (including an approximate twelve-hour lights-on period).

Rule changes for 2009 are underlined in this booklet.

1. SCOPE & CONFIGURATION

1.1 INTENT

The human powered vehicle category is intended as an experiment in personal mobility; the objective is to build an efficient and stable machine powered entirely by human effort.

1.2 SEATING CAPACITY, WHEELS

The vehicle shall carry a rider alone, and shall have three or more load bearing wheels arranged in a stable configuration.

1.3 RIDING POSITION

Riding position shall not compromise machine controllability or safety, nor shall the riding position place the rider in a potentially hazardous position in the event of a collision. For these reasons a prone riding position is not allowed.

Note: Any design which places the rider in an extreme or other than conventional reclined seating position shall be submitted to event organisers to gauge compliance with this clause.

1.4 POWER SOURCE

Motive power shall be entirely supplied by the rider; innovative systems such as regenerative braking are encouraged.

2. DESIGN AND MATERIALS

2.1 INHERENT SAFETY

The design shall provide protection for the rider in the event of a collision or rollover. The design shall be free of protrusions or other features capable of causing interference or injury to fellow competitors or spectators. Vehicle control and stability shall not be jeopardised by inappropriate design and construction methods. For example: tilt steered vehicles requiring rider lean have proven unstable in past events. Compliance with this clause may need to be demonstrated.

2.2 EXCLUSIONS

Choice of design and construction materials is free, except that:

- the use of bicycle forks and frames is not permitted, but bicycle centre brackets, head stems and wheel dropouts are allowed provided the length of adjacent original frame tubing does not exceed 30mm.
- construction methods shall produce a sound, race-worthy vehicle.

2.3 BODYWORK

Fully or partially enclosed bodywork is permissible. If bodywork is fitted:

- the rider shall be able to open and/or remove bodywork and exit the vehicle without external assistance in less than 7 seconds.
- bodywork shall be capable of being opened and/or removed from outside the vehicle independently of the rider in an emergency.
- rider and vehicle safety shall not be impaired by restricted ventilation or visibility.
- provision should be provided to reduce the effects of rain and fogging.

2.4 SIDE INTRUSION

The vehicle design must provide side intrusion protection for the rider, either in the form of intrusion bars, framework or strong body panels that will protect the rider from direct contact with another vehicle. The side protection shall be designed to have a clearance around the rider and shield the area between the rider's hip and shoulder from direct contact with another vehicle. No part of the rider shall be allowed to protrude outside the side protection in the normal operation of the vehicle.

2.5 RIDER VISION

Riders seated in the normal riding position must be able to meet the following vision requirements.

- sight an object on the road at a distance of 5 metres in front of the vehicle.
- sight 180 degrees ahead of the rider and other vehicles 15 degrees behind the rider on each side of the vehicle by turning their head.

3. DIMENSIONS

The vehicle shall comply with the following dimensional requirements.

- | | |
|--------------------|--|
| 3.1 Length | 2700 mm maximum |
| 3.2 Width | 1100 mm maximum |
| 3.3 Height | 1200 mm maximum |
| 3.4 Wheelbase | 1000 mm minimum between the most forward and most rearward axles |
| 3.5 Track | 600mm minimum lateral distance between outermost wheels measured at ground level |
| 3.6 Turning circle | 10 metre diameter maximum between kerbs in either direction |

4. OCCUPANT PROTECTION

4.1 ROLL OVER PROTECTION

Two roll bars shall be fitted, a head bar and a leg bar, complying with the following requirements:

4.1.1 Construction

- the head roll bar shall be integral with the vehicle frame by means of welding, bolting or demonstrateable high strength fastening devices
- the head roll bar shall be longitudinally braced from its highest point to a major structural member
- the head roll bar configuration shall be a hoop of one continuous length. Single bar extensions will not be accepted
- the leg bar shall be constructed so that the rider's legs, knees and feet are protected from being crushed when the vehicle is upside down.

4.1.2 Dimensions

With the tallest competing occupant in normal riding position, the head roll bar shall conform to the following dimensions:

- height above helmet 150mm minimum
- width at top of helmet 400mm minimum
- width at shoulder level 500mm minimum
- the roll bar shall be positioned no more than 150mm forward or rearward of the rider's helmet
- the roll bar shall envelop the rider when viewed from either front or rear.
- there shall be a minimum of 50mm clearance between the top of the rider's head and a straight line drawn from the top of the main hoop to the top of the leg bar.

4.2 SEAT BELT

4.2.1. Type

The vehicle shall be fitted with an adult four point automotive static seat belt.

Automotive full harness types are acceptable.

The seat belt will include a standard automotive buckle.

Second-hand belts free of visible damage are acceptable.

Seat belts to be at least 50mm wide and adequately attached to the frame by the standard terminal stitching of a commercially made seat belt.

Recommended suppliers

HEMCO INDUSTRIES Vic.

Phone (03) 5334 1213

Fax (03) 5334 1011

KLIPPAN SAFETY PRODUCTS

Phone 1800 804 588

4.2.2. Mounting

The seat belt shall be mounted to a major structural member of the vehicle **in such a way that the belt is positioned to satisfy ADR 4/01.**

Upper belts may be mounted to suitably braced points on the roll bar **but must not pull excessively downwards on the rider's shoulders while restraining the rider.**

4.2.3 Positioning

The positioning of buckles and belts on the rider's body shall conform strictly to the belt wearing requirements of Australian Design Rules (ADR's) for motor vehicles.

The relevant section of the ADR 4/01 is reproduced below.

“Seat belts are designed to bear upon the bony structure of the body, and should be worn across the chest, shoulders and low across the front of the pelvis; wearing the lap section of the belt across the abdominal area must be avoided.

Seat belts should be adjusted as firmly as possible, consistent with comfort, to provide the protection for which they have been designed. A slack belt will greatly reduce the protection afforded to the wearer.”

4.3 SHIELDING

4.3.1 Rider Protection

Wheel spokes shall be shielded **on both sides** with rigid material to prevent injury resulting from accidental contact with rider's limbs or bodies. **This applies to both external and enclosed wheels.** Other moving components (chains, sprockets, gear wheels and controls) shall be fully shielded on both sides to prevent accidental hazardous contact with rider or clothing.

4.3.2 Protection of other Vehicles

Chains, gear wheels and sprockets shall be suitably shielded to prevent their contact with other vehicles.

4.3.3. Shielding from Road Surface

Vehicles must be fitted with an under-tray or floor panel which prevents the rider's feet from contacting the ground when seated in the riding position. Pedal toe clips, elastic straps or pedal-to-shoe locking devices do not fulfil the requirements of this clause.

4.4 SAFETY EQUIPMENT

4.4.1. Helmets

Riders shall wear a properly fitted and adjusted approved bicycle helmet **complying with ASA 2063** or the appropriate European Standard, at all times when riding the vehicle.

4.4.2. Gloves

To protect the riders from gravel rash or friction burns riding gloves shall be worn at all times when riding the vehicle.

4.4.3 Glasses

In open vehicles riders shall, at all times, wear glasses that adequately protect their eyes from foreign matter.

4.4.4 Clothing

Clothing should be firmly fitting and, preferably, cover the rider from elbows to knees. Singlets and tank tops are not permitted.

5. STEERING

5.1 TYPE

The type of steering mechanism is free, provided the driver is afforded continuous positive control without the need for regular adjustment. Simple rope systems are not permitted.

Steering columns that project towards the rider's face must be not closer than 300mm to the rider's face.

5.2 FREEDOM FROM BINDING AND FOULING

Steering linkages shall operate freely from full left to full right lock without binding or fouling.

5.3 LOCK STOPS

Positive stops shall be provided to limit the steering linkage movement at maximum lock to prevent damage, over centre travel, or tyre or wheel contact against occupants or frame components.

6. BRAKES

6.1 INDEPENDENT SYSTEMS

The vehicle shall be fitted with a minimum of two effective independent braking systems acting on one or more wheels. All wheels in contact with the ground must have a braking capability.

6.2 DIRECTIONAL STABILITY

Independent operation of any braking system shall not have the potential to affect directional stability of the vehicle. That is, the braking power of each and every braking system shall be symmetrical about the vehicles longitudinal centre line.

6.3 SIMULTANEOUS OPERATION

A minimum of any two braking systems shall be operable by the rider simultaneously.

6.4 STEERING CONTROL

Full steering control shall be maintained while any two braking systems are being operated.

7. ANCILLARY DEVICES

7.1 LIGHTING

The track will be lit with normal street lighting supplemented, where possible, with some additional lighting therefore, the vehicle shall be fitted with the following:

7.1.1 Headlight

Each vehicle shall have a minimum of one white headlight with an equivalent of 20 watts rated power, (preferably 25w) aimed to illuminate the roadway ahead. The headlight shall provide sufficient light for the unlit areas of the track and be fitted at least 350mm and not more than 600mm above road level at the front of the vehicle. The headlight shall comprise a parabolic reflector and a light source emitting a range of frequencies with an output in excess of 14500 lux and must be capable of producing a visible light spot on the road surface. This spot must not exceed 40cm wide when measured 1 metre in front of the headlight. In the case of multiple headlights at least one light must have an output in excess of 9000 lux. The output of the headlights will be tested using a standard Lux meter available from a secondary school science department with the sensor being placed at one end of a 100mm diameter, white (stormwater) PVC pipe, 600mm long and the light at the other end.

Headlights fitted to motor-scooters and small motorcycles would satisfy this requirement.

LED type headlights currently do not comply with these requirements.

Rule 7.1.1 has been modified slightly for 2009.

7.1.2 Tail Light

Each vehicle shall have a minimum of one red tail light, minimum total lens area 7cm². Red flashing LED-type tail lights are acceptable. The tail light shall be positioned symmetrically about the vertical axis of the vehicle, at least 450mm and not more than 600mm above the road level.

7.1.3 Outline Lighting

The use of reflective material or strip lighting to indicate machine width and height (especially from the rear) is encouraged.

7.1.4 Mounting and Aiming

All lights shall be securely mounted to maintain correct aim.

7.1.5 Batteries

Batteries shall not spill or fall out if the vehicle is inverted.

7.1.6 Operation

Both head and tail lights must be securely mounted and continuously operational during the designated "lights on" period. This will approximate to the streets lights being lit. Teams will be advised when lights must be turned on and when they may be turned off.

7.2 MIRRORS

7.2.1 Number and Type

The Vehicle shall be fitted with two flat plain or mildly convex mirrors, one on either side of the rider. The two mirror lenses shall have similar curvature (i.e. same image size).

7.2.2 Positioning

Each mirror shall be positioned no lower than rider chest height and such that:

- the rider is afforded a clear view to the rear
- the rider can reach and adjust each mirror from the normal riding position

7.2.3. Size

Reflecting surface area of each mirror shall be 40cm² minimum.

7.2.4 Mounting

Mirrors shall be securely mounted to non moving chassis/body members and be free from vibration.

7.3 WARNING DEVICE

An audible electrical warning device shall be fitted and operable from the normal riding position, and shall not impair rider control in its mounting or use.

The rider may be required to demonstrate the operation of the horn at pit exit.

The operation of the horn must be solely by the use of a momentary switch.

The horn must emit sound in excess of **85** dbA measured directly in front of the vehicle at a distance of 1 metre. This will be checked at scrutineering.

7.4 OTHER DEVICES

Other equipment e.g. drink bottle shall be securely mounted, and shall not impair rider control in its mounting or use.

7.5 SPEEDOMETER

It is compulsory that the vehicle be equipped with a simple electronic speedometer (eg cateye) to monitor speed whilst in the pit areas (speed limit of 15kph)

8. MARKINGS

8.1 NUMBER AND COLOUR

Each vehicle shall have three identification panels, so that the vehicle number is clearly visible from the front and either side.

Identification panels shall be either a rectangle 250 x 300mm or a circle 280mm diameter.

Panels shall be coloured according to the class entered and surrounded by a black border 18mm wide (insulation tape).

Junior	- Pale Blue
Middle	- White
Senior	- Yellow
Open	- Orange
Community	- Pale Green

No marking or design is permitted within 50mm of the panel, or within 50mm of the border.

Official numbers will be supplied by the organisers at the time of registration and must be properly affixed to the vehicle prior to scrutineering.

8.2 EVENT SPONSORSHIP

Vehicles shall have provision for placement of event sponsorship stickers that must be clearly visible at all times throughout the event.

Each vehicle shall have one space on each side of the vehicle measuring 600mm by 300mm for this purpose.

8.3 TEAM SPONSORSHIP

Teams are invited to display on their vehicles and uniforms, any signs/logos that promote healthy school/institution, industry and community links.

The event organisers reserve the right to remove any offensive signage in the public interests.

Signs/logos, stickers etc representing drug, alcohol or illegal substances or practices are forbidden. Eg cigarettes, alcohol.

9. TIMING

The organisers utilise an automatic timing system that requires all vehicles to be fitted with a timing transponder. Fully charged transponders will be available from the official timekeepers and must be securely mounted in the vehicles at all times during practice and racing.

Mounting instructions, if required, will be supplied with any further regulations.

The Timers for the event are yet to be determined.

Please don't forget to...

Use a separate form for each team entry
Forward entry forms and payment to:

Note new mailing address

**The Race Secretary
2009 Wonthaggi Human Powered
Grand Prix
10 Henry Street West
North Wonthaggi 3995
Victoria
Phone (03) 5672 2570**

Web site: <http://www.wonthaggisc.vic.edu.au/hpv>

Please indicate on the entry form if you wish to high a marquee on a "walk in walk out" basis. Marquees are 3x3m or 3x6m in pit lane or 6x6m in the camping area.

Closing date for entries

**Friday 20th February 2009
For Pushcarts and Human Powered Vehicles**

The first 80 entries in the HPV section will be accepted. Subsequent entries shall be placed on a waiting list.
All entries are accepted at the organiser's sole discretion.

Contact Numbers

Race organisers
Ewan Cole (Race Secretary)
Phone (03) 5672 2570
Mobile 0428 348 345
e-mail ewancole@bigpond.com

Allan Harris
Phone (03) 5672 1344
(03) 5678 7394 ah
Fax (03) 5672 1578

Website <http://www.wonthaggisc.vic.edu.au/hpv>

Vehicle Specification

Allan Harris
Work ☎ (03) 5672 1344
Home ☎ (03) 5678 7394

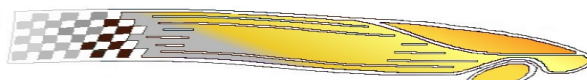
Fax (03) 5672 1578

EMERGENCY PHONE NUMBERS	
Police	5672 2761
Ambulance	000
Fire Brigade	000
Wonthaggi Medical Group	5672 1333
Wonthaggi Hospital	5671 3333

14. Entry Form



WONTHAGGI
ENERGY INNOVATION FESTIVAL



& HUMAN POWERED GRAND PRIX



ENTRY FORM

Tax Invoice

ABN 45 454 918 270

March 20th, 21st & 22nd, 2009

Category & Event	Team/Class	Cost
Pushcart (Obstacle, Sprint, Endurance) (Indicate the class/age group in the appropriate box)	Middle Primary Yr 3-4 <input type="checkbox"/>	\$40 (inc. GST)
	Senior Primary Yr 5-6 <input type="checkbox"/>	
	Junior Secondary Yr 7-8 <input type="checkbox"/>	
Human Powered Vehicle (Scrutineering/24 hour Endurance) (Indicate the class/age group in the appropriate box)	Junior Secondary Yr 5-7 <input type="checkbox"/>	\$175 (inc. GST)
	Middle Secondary Yr 8-10 <input type="checkbox"/>	
	Senior Secondary Yr 11-12 <input type="checkbox"/>	
	Open Secondary Yr 7-12 <input type="checkbox"/>	
	Open Girls Yr 7-12 <input type="checkbox"/>	
	Community <input type="checkbox"/>	

School/Entrant:

Address:

.....Postcode

Phone: Fax:

Team Name:

Enclosed is a cheque for \$ Made payable to *Wonthaggi Energy Innovation Festival*

Contact PersonSignature:.....
(please print)

Principal's Signature:

Indicate size of marquee if required. 3x3 6x3 6x6

Marquee prices will be notified closer to the event. Marquee cancellation shall be no later than 3 weeks prior to the event or full payment will be required.

This event is proudly supported through
Regional Development Victoria

