



# News Release

@WorldSolarChlg WorldSolarChallenge

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## Will Arrow Fly - who will take pole on the start...?

While Australia's team Arrow prepares to defend their pole position and record as the fastest four wheeled solar car, just one team remains unsure if they will be able to compete. 45 of 46 teams have now presented and passed the 2015 Bridgestone World Solar Challenge extensive static scrutineering process. The question now is who will take pole at the start?

While some teams, such as Eindhoven from the Netherlands in their very smart family car, 'Stella Lux' cruised through scrutineering, others found the process a little more arduous. The Event Faculty were kept busy with so many teams re-presenting their cars on the final day.

Event Director, Chris Selwood said for most of the teams, re-presenting was relatively straightforward with work required on items such as signage. For other teams a little more is required as this is an extremely difficult and complex event.

"At the end of the day, we want to see every team on the start-line. We work very hard to help them find solutions to ensure their solar cars meet the regulations and are cleared to compete. The spirit of this event is unique. At one level it is extremely competitive, yet we have teams at all levels helping each other to make it on the journey and share the experience.

"Taking the difficult decision to fail a team at this stage in the competition will not be done lightly – but safety is paramount. It is an arduous journey, one not to be underestimated, and it is our responsibility to ensure, to the best of our ability, that these vehicles can perform safely in Australian conditions. If a team doesn't comply we will look at other options, such as non-competitive participation," Chris said.

The focus now turns to Hidden Valley race track tomorrow, Saturday 17 October, for the Dynamic Scrutineering involving a timed qualifying lap and Safety trials.

Teams will take to the Hidden Valley track in an effort to post a time fast enough to ensure them a top place on the grid.

"The event is contested over 3000 kilometres and is about much more than just speed. But that doesn't stop the 'top guns' in both the Challenger and Cruiser Classes wanting to post an impressive time, as being in a top ten position ensures a cleaner run out of Darwin," Chris said.





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“This is the final hurdle for teams to pass before they can take to the line. I think it’s easy to underestimate what it takes to get to get here - the commitment, time and resources needed just to compete.

“As this event crosses some of the world’s most unforgiving terrain in extreme temperatures, safety is paramount. Our scrutineering process is meant to be tough, to protect as much as we possibly can the well-being of our participants,” Chris said.

Dynamic scrutineering starts tomorrow at Hidden Valley Race track from 8am – 1 pm noon with a chance to interview top teams at the conclusion.

**For further event media information please contact:**

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## Bridgestone World Solar Challenge Media Background

[www.worldsolarchallenge.org](http://www.worldsolarchallenge.org)

The world’s biggest solar challenge began in 1987 and is an adventure that occurs once every two years. This year’s Bridgestone World Solar Challenge is the event’s 13th crossing of Australia. 46 teams from 25 countries are striving to make the Darwin start line on Sunday 18 October, in their bid to deliver the world’s most efficient electric car.

Three classes of vehicle, Challenger, Cruiser and Adventure, will take on the Aussie outback in a contest of endurance, strategy and innovation. They are united in their aim – to complete the crossing of the continent from Darwin to Adelaide, some 3000 kilometres to the south, on the power of the sun. The elite Challenger Class is conducted in a single stage from Darwin to Adelaide, with the Adventure Class enjoying a compulsory stop in Alice Springs; the unique nature of the event is that teams set up camp each night wherever they happen to be. In addition, 2015 will see the second running of the Cruiser Class, created to encourage the design of practical electric vehicles where success is judged on a range of design and performance measures.

