
Pack 630 OFFICIAL PINEWOOD DERBY EVENT RULES AND PROCEDURES

RACE DAY
January 26, 2013

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I. GENERAL RULES:

Qualification: All registered Tiger, Cub, and Webelos Scouts may design, build and enter cars that are eligible to participate in the "Cub Scout Race" event. Parents and siblings of Cub Scouts registered with the Pack may design, build and enter cars that are eligible to participate in the "Family Race" event.

Essential Materials: All cars entered shall be constructed from the "Official Grand Prix Pinewood Derby Kit". Additional kits may be purchased from the Scout Service Center.

Attendance: The Cub Scout MUST enter his own car. This means that the Cub Scout must be present at "Inspection and Registration" to enter his car into competition.

Single Entry per Person: Only one car may be registered for the Cub Scout Race.

Inspection and Registration: Each car must pass a technical inspection before it may compete. Technical inspection and registration of cars will occur during scheduled inspection and registrations periods.

Failure to Pass Inspection: The Technical Inspector shall disqualify cars which do not meet the rules as described herein. If a car does not pass inspection, the owner will be informed of the reason his car did not pass. "Light" work may be performed on the car prior to the close of registration in order to pass inspection.

Impound: No car may be altered in any way after it has been registered. After a car passes technical inspection, it will be impounded by the Pinewood Derby Staff until race time. Unless otherwise addressed, no repairs or lubrication will be allowed during or between races.

Rules Interpretation: The Cub Scout must discuss all questions of rules interpretations and procedures with the Race Officials promptly. Decisions of Race Officials on questions of rules interpretations and procedure may be appealed to the Pinewood Derby Chairman. All decisions of the Pinewood Derby Chairman are final. Decisions of Race Officials on questions of fact (i.e. the result of a specific race) may not be appealed beyond the Trackmaster.

Note: Unsportsmanlike conduct by any participant or spectator will be grounds for expulsion from the competition and/or the race area.

II. CUB SCOUT RACE STANDARDS FOR CAR DESIGN

Material: Race cars shall be constructed for this event from the parts contained in the Official Grand Prix Pinewood Derby Kit as sold by the Scout Service Center. Materials from the kit may be supplemented but not replaced.

Weight: Race cars may weigh no more than 5 ounces or 142 grams (total weight) as determined on the official scales during the pre-race check-in.

Wheels and Axles: Only official BSA Pinewood Derby Grand Prix wheels may be used with axle nails only (no complete axels may be used). Each wheel shall have its own axel nail to roll on. The axles may be altered, polished and lubricated. The axle nails shall be firmly affixed to the wood of the car body, and the wheels may NOT protrude beyond the front or rear of the body.

Size: Race cars may be no longer than 7 inches, nor wider than 2-3/4 (2.75) inches, as determined by the official gages during the inspection. Underside clearance of at least 3/8 (0.375) inches and inside wheel to wheel clearance of at least 1-3/4 (1.75) inches is recommended, so that the car will run on the race track. Adequate clearance is the responsibility of the race car builder. Cars may be no taller than 3 inches.

Weights and Attachment: Weight may be added to the car and will be considered part of the car for purposes of all measurements. "Weight" is considered to be any material on the car that is not provided in the kit. All weight must be securely fastened to the car by permanent glue, nails or screws, but not by "sticky substances" like tape or tack spray. Weights shall be passive, non-moveable, non-magnetic, non-electric, etc.

Wheel Treatment: The wheels hub and treads may be smoothed and polished. You may remove the seams and imperfections from the wheels. The wheel width may NOT be reduced. Some of the original "tread marks" on the wheel face must remain intact, i.e. apparent to the inspector. Wheels may not be machined to a beveled condition.

Unacceptable Construction: The following may NOT be used in conjunction with the wheels or axles: **hubcaps, washers, inserts, sleeves, bearings.**

Gravity Powered: The race car may not be constructed or treated in such a way that the track's starting mechanism imparts momentum to the car. (For instance, no sticky substances on the front of the car which may catch on the starting pin.) No starting devices or motors shall be used.

Lubricants: Only *dry* lubricants such as graphite or powdered Teflon "white lube" will be allowed for lubricating the wheels. *Lubricants that may foul the track are not allowed.* All lubricants shall be applied (and dried) prior to registration.

III. CONDUCT OF THE RACES

Races: Competition will consist of multiple races for each car. The lowest average time will be used to determine the Den and overall Pack winner.

Inspection Gages: The race-day Registration area will have the official scale and dimensional template. This equipment will be the official equipment for the race. A 5 ounce Master Weight is used for scale calibration. Cub Scouts should be prepared to make minor adjustments to their cars if necessary.

Car Handling Responsibility: Scouts shall be responsible to present their own cars at the Registration area. After successful registration and inspection, the cars will be impounded and all further movements will be handled by race officials.

Lane Assignment: To equalize differences among track lanes and the subsequent loss of lubrication during each run, each car will run four times. Every car will race once in each of the four lanes.

Car Leaves Lane : If, during a race, a car leaves its lane but proceeds down the track in a manner that does not interfere with an opponent, then the race will be called normally. If the car leaves its lane and interferes with another car, the race will be re-staged and re-run. If the same car again leaves its lane and interferes with another car, the offending car will be removed, and the race will be re-run without that car.

Car Repair (With Fault): If, during the race, a wheel falls off or the car becomes otherwise damaged, then the SCOUT will be given 5 minutes to perform repairs to the best of his ability, with the assistance of his adult partner and supervision of the Trackmaster. No other repairs or lubrication will be allowed at this time.

Car Repair (Without Fault): If a car is damaged due to track fault, or damage caused by another car or person, then the Trackmaster, at his sole discretion, may allow the Scout to have additional repair assistance. No lubrication will be allowed.

Track Fault: If a car leaves its lane, at his sole discretion, the Trackmaster may inspect the track and, if a track fault is found which probably caused the initial violation, the Trackmaster may order the heat to be rerun after the track is repaired.

The Race Area: Only race officials may enter the track area. This rule will be strictly enforced to keep your Cub Scouts safe and to protect our track and electronic equipment.

IV. THE RACING ENVIRONMENT

Track Length and Drop: The track's racing surface (starting line to finish line distance) is approximately 28 feet with a drop of approximately 4 feet.

Lanes: Each lane consists of a straight, smooth, laminated strip approximately 1-1/2 (1.50) inches wide and approximately 1/4 (0.25) inch thick.

Starting Gate: The "starting line" consists of vertical pins approximately 1/4 inch in diameter, extending approximately 2 inches above the track surface and approximately centered in the each lane.

Finish Line: The track has an electronic lane judge that determines the finishing order. A computer timer is triggered when the starting gate is opened and movement through an electronic sensor in each lane stops the timer (for that lane).

Results and Racing Order: The racing order is determined by the computer, based on the order in which cars are registered. The lane assignments and results for each heat race are projected onto a large screen.

V. FAMILY RACE STANDARDS FOR CAR DESIGN (... or "Why should the kids have ALL the fun?")

The purpose of the Family Race event is to show the boys that adults can have a little fun and be good sports. All adults are encouraged to build a car. The family race will be held between the Den races and the Pack race.

Standards: The Car Design Standards for the Cub Scout race will be used in the Family Race with the exception of axel, wheel and wheel treatment requirements.

The Car: You may NOT use your son's current car for this race.

Weigh-In: Cars will be inspected, weighed, and registered at the same time the Cub Scout registers.

What Do The Winners Get? Winners will be recognized with honor, glory, and a hearty congratulations!

VI. SPECIAL NOTE TO ALL CONCERNED

This derby is a parent and son event, and is recommended as such by the National Boy Scouts of America. The Pinewood Derby Committee **STRONGLY SUGGESTS** that each parent emphasize this idea with their son. In all of the events, we require that the cars be built this year.

The Pinewood Derby helps each participant to learn craft skills necessary to build a car, the rules that must be followed, and the proper way to act and behave while participating. This is called sportsmanship.

The first thing to remember about sportsmanship is that everyone's skills are a little different. You may be good at something like singing or drawing, but not as good at something else like basketball or computers. Parents have different skill levels, too. This doesn't mean that you are a good person one time and not good another time. You can always be a good person, whether or not you have good car-building skills. Remember, you and your friends are individuals first and racers second. This idea is often called having respect for others.

The second thing to remember is to follow the rules. Without rules, there would be no Pinewood Derby. You will never know if you are really good at doing something unless you follow the rules. This is often called being honest.

The third thing to remember about good sportsmanship is that there are winners and losers in every competition. You accept this when you choose to compete. There may be times when you win and feel happy, and times when you lose and feel unhappy. Being a winner is easy, and losing is sometimes hard. If you win, you must not brag or gloat. If you lose, you must not feel jealous or bitter. To be a good sportsman, you must be able to say "I did my best" and be satisfied with the results. You must also be able to appreciate and feel happy for someone else when they run a good race or build a neat car.