

2011 York District PINWOOD DERBY EVENT RULES AND PROCEDURES

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Scouts **MUST** be in uniform to participate in the Derby!

Rules and Procedures are subject to amendment or correction as deemed necessary by the District Derby Committee.

I. GENERAL RULES

G-1. Qualification:

Each Cub Scout Who finished in the TOP 5 in overall Speed within their Pack 2010 Pinewood Derby may participate.

G-2. Essential Materials: All cars entered shall be constructed from the "Official Grand Prix Pinewood Derby Kit" (referred to below as the kit) as sold at the Scout Shop.

G-3. Competitor Categories: Cub Scouts will compete against all racers as a group.

G-4. Attendance: Each Cub Scout will enter his own car. This means that the Cub Scout will be present at "Weigh In" to enter his car into competition to certify that it is his car constructed per York District Pinewood Derby Committee Rules. **(Core value= Honesty)**
Times and dates will be announced by York District.

G-5. "New Work": The car entered will be the same car that participated and won in the Pack Overall Speed category.

G-6. Single Entry per Scout. Each Scout will register and race one car.

G-7. Inspection and Registration: Each car will be processed by means of a technical inspection before it may compete. The technical inspection will include weight, size, construction and lubrication. The check in equipment will be the "Official" measurement instruments for the race.

G-8. Late Registration and Inspection: All cars must be inspected, weighed in, and Impounded during the Technical Inspection, Registration and Impound event. Due to the time sensitivity of Race Day set up and in fairness to all Scouts no late entries can be entered. All cars will be registered on the given date of Registration. **(Core Values=Respect, Cooperation)**

G-9. Failure to Pass Inspection: A Race Official may disqualify cars that 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. The car may then be modified and Re-inspected until the Technical Inspection, Registration and Impound session is closed. In the event that a disqualifying feature is not discovered during the inspection process but later discovered the race officials will notify the car owner and the car's performance will be impeded in some way to limit its success during the Race.

G-10. Impound: After a car passes registration, it will be stored by the Pinewood Derby Race Committee until race time. The Scout will not have access to the car for any reason until all racing has been completed.

G-11. Car Design Rules Interpretation: Interpretation of the rules described in G1 through G-11, and T-1 thru T-7 are at the sole discretion of the Derby Committee present during the registration and Inspection process.

G12. Race-Day Rules Interpretation: On Race-Day, the Cub Scout must make all questions of rules interpretations and procedures to the Pinewood Derby Committee or Race Officials promptly. Decisions of Race Officials on questions of rules interpretations and procedure may be appealed to the Pinewood Derby Committee. All decisions of the Pinewood Derby Committee are final. Decisions of Race Officials on questions of fact (i.e. the result of a specific race) may not be appealed beyond the Derby Committee and/or Finish Line Judges. **Note:** Unsportsmanlike conduct by any participant or spectator will be grounds for expulsion from the competition and/or the race area. **(Core value=Positive Attitude) Rulings and decisions that are not addressed herein may be facilitated by the Committee and/ or Race Officials during the Race. These decisions are final.**

II. CUB SCOUT RACE CAR DESIGN STANDARDS

T-1. Material: Race cars shall be constructed for this event from the parts contained in the Official Grand Prix Pinewood Derby Kit (referred to below as the kit). Materials from the kit may be supplemented but not replaced. Cars built from material other than the supplied kit will not race. The only moveable items on a car shall be the four wheels.

T-2. Weight: Race cars may weigh no more than five (5) ounces (total weight) as determined on the official scales during the pre-race check-in.

T-3. Wheels and Axles: The car shall roll on official BSA wheels either supplied with the kit or purchased separately from the Scout Shop or ScoutStuff.org.

The wheels shall turn about the axle nails either supplied with the kit or purchased separately from the Scout Shop or ScoutStuff.org. The axle nails shall be firmly affixed to the wood of the car body, and **MUST be placed in the original 'axle grooves' in the supplied wooden block.**

Wheel treatment (hub and tread smoothing and polishing) may not result in substantial removal of mass or in reducing the wheel width from the original kit

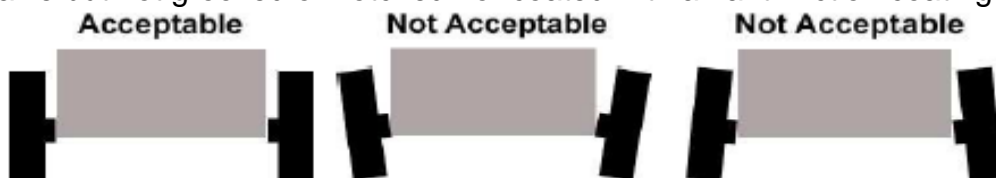
wheels. All of the original "tread marks" on the wheel face must remain intact, i.e.

apparent to the inspector. Wheels may not be machined to a beveled condition and the

portion of the wheel surface that contacts the track must remain parallel to the axle. All four wheels should be installed to remain flat on the track and in contact with the track. The following may NOT be

used in conjunction with the wheels or axles: hubcaps, washers, inserts, sleeves, bearings or any such devices that will change the intended configuration of the axle/wheel system. **Non BSA wheels**

and axles will disqualify the car. Axles may be polished to the extent of removing burrs and crimp marks on the axle but not grooved or notched nor coated with an anti friction coating.



Illegal wheel (tread marks are gone)



Legal wheel (tread marks intact)

STANDARD WHEEL		ROUNDED WHEEL	V WHEEL	CUPPED WHEEL	REDUCED DIAMETER	
™ WHEEL	RIB WHEEL	SPEED WHEEL	SLANTED OUT	SLANTED IN	KNIFE EDGE	

T-4. Size: Race cars shall be no longer than 7 inches, nor wider than 2-3/4 (2.75) inches, as determined by the official gages during the Registration and 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. The car must be able to rest securely on the starting pins so that no part of the car extends beyond the starting line. Car placement against the pin must be without undue adjustment or placement by the Race official. Car will be placed at the Starting Gate with the Registered Car Number to the rear of the car, furthest from the starting pin. In the event a car cannot race due to an issue with starting pin placement the Scout will be given an opportunity to correct the issue. For this reason a sharp nose point should be avoided.

T-5. 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, e.g. by permanent glue, nails or screws, but not by "sticky substances", e.g. tape, or tack spray. Weights shall be passive, i.e. non-moveable, non-magnetic, nonelectric, non-sticky, etc.

T-6. 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, this provision disqualifies cars with sticky substances on the front of the car and protrusions which may catch on the starting pin.) No other mechanism may be installed that would impart momentum on the car. ie. motors, rubber bands or fans.

T-7. Lubricants: Only dry graphite lubricant will be allowed for lubricating the wheels. *Lubricants may not foul the track.* Lubrication may only be done prior to registration only at the specified lubrication stations . All lubrication must be done prior to Impound. **NO LUBRICATION CAN BE DONE ON RACE DAY!**

III. CONDUCT OF THE RACES

Competition will consist of heat races with each car racing four times, once in each of the four lanes. The results are averaged. This will determine the final results.

Track officials are responsible for the proper conduct of the races.

C-1. Car Handling Responsibility: Cars will be staged on the tracks by the "Starter Team."

C-2. Lane Assignment: To equalize any potential differences among track lanes each car will participate in four heats. One heat in each of the four lanes.

C-3. Car Leaves Lane: If, during a race heat, a car leaves its lane but proceeds down the track in a manner that does not interfere with its opponent or the finish line timer, then the race will be called normally. If the car leaves its lane and interferes with another car or the finish line timer, the race will be re-staged and re-run. If the same car again leaves its lane and interferes with another car or the finish line timer, that car will be judged last place, and the race will be re-staged and re-run without that car.

C-4. Car Leaves Track: If, during a race heat, a car leaves the track without interfering with its opponent, it shall be considered to have ended its heat at that point.

C-5. Car Repair (Without Fault): If, during the race, a wheel falls off or the car becomes otherwise damaged, then the SCOUT may, to the best of his ability perform repairs with the assistance of his adult partner or Pit Crew member. The scout is allowed three minutes to fix the car. The car must meet all rules standards. The Officials will run the heat again. If the car cannot be fixed in three minutes, it loses the heat. If this loss is the cars' first and the scout can fix the car before the start, it may run in its next scheduled heat.

C-6 Car Repair (With Fault): If a car is damaged due to track fault, or damage caused by another car or person, then the Derby Committee at his sole discretion, may allow additional repair assistance to the Cub.

C-7. No Finishers: If, during a race heat, no car reaches the finish line on the track, the car which went the farthest in its lane shall be declared as the heat winner.

C-8. Track Fault: If a car leaves its lane, at his sole discretion, the Derby Committee may inspect the track and, if a track fault is found which probably caused the initial violation, the Trackmaster may order the race heat to be rerun after the track is repaired.

C-9. The Race Area: Only race officials may enter the track area. This rule will be strictly enforced.

C-10. Rewards and Recognition: The most important rewards in Pinewood Derby competition are reflected in the Twelve Core Values of Scouting. Trophies will be awarded to the top speed finishers.