

Dogwood District Pinewood Derby Rules

The race will be double eliminations. All scouts will get to race two passes.

Technical Standards for Cars:

Inspection: The inspection judges on race day, at check in, are responsible to evaluate each car's adherence to the technical standards. Their decisions may be appealed to the inspection chairman and the event chairman, who, after consultation with the inspection team, the scout, and his parent /assistant. Shall render a final, binding decision.

Material: Racecars shall be constructed for this event from the parts contained in the Official Grand Prix Pinewood Derby Kit (referred to as the kit), sold by BSA. Materials from this kit may be supplemented, but not replaced.

Weight: Racecars may weigh no more than **5 ounces** (total weight) as determined on the official scales during race day inspection.

Wheels & Axles: The car shall roll on the wheels from the kit. The wheels shall turn about the axle nails from the kit. The axle nails shall be firmly affixed to the wood of the car body and visible for inspection. The **wheel base dimensions, length and width**, may not be changed. It must be obvious to the judges that the wheels and nails from the kit are being used.

Size: Racecars may be no longer than **7 inches**, nor wider than **2 ¾ (2.75) inches**, nor taller than **3 inches**, as determined by the official gauges during race day inspection. Underside clearance of at least **3/8 (.375) inches** and inside wheel-to-wheel clearance of at least **1 ¾ (1.75) inches** is recommended. These recommendations are relational to the racetrack. Adequate clearance is the responsibility of the racecar builder.

Weights and Attachments: 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, screws, but not by a sticky substance (tape or tack spray). Weights shall be passive, non-moveable, non-magnetic, non-electric, non-sticky, etc.

Wheels: Wheel treatment (hub and tread smoothing polishing) may not result in substantial removal of mass or in reducing the tread width (track contact) from the original kit wheels. Wheel tread surface must be cylindrical. The words "Official BSA Made in the USA" and other lettering on the wheels shall remain intact and clearly visible to the inspector. Some of the original tread marks on the wheel face must be intact, apparent to the inspector.

Unacceptable construction: The following may **not** be used in conjunction with the wheels or Axles: hubcaps, washers, inserts, sleeves, and bearings.

Gravity powered: The racecar may **not** be constructed or treated in such a way that the tracks starting mechanism imparts momentum to the car.

(For instance, this provision disqualifies cars with sticky substances on the front of the car and/or protrusions that may catch on the starting pin.)

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Lubricants: No lubricating oil may be used. Axles may be lubricated with powdered graphite.

Staging: The entire car must stage behind the starting pin.

Body: The car body may have **no** moving parts.

Conduct of the Races:

Track officials are responsible for the proper conduct of the races. Decisions of track officials on questions of rules, interpretations, and procedures may be appealed to the event chairman. Decisions of track officials on questions of fact may not be appealed beyond the track chairman.

Rules:

1. **Inspection gages:** A team at the designated inspection area, using scales and gages approved by the chairman, will conduct all inspections. All racers should be prepared to make adjustments to their cars if necessary.
2. **Impounded:** Once the car has passed inspection and received its number, the scout will place his car on the table provided, and must not lubricate or otherwise improve that car until his racing is completed.
3. **Car handling responsibilities:** Scouts shall be responsible to stage their own cars at the starting line and retrieve their cars at the finish line, after the race has been called, and return their cars to the finish line judge. If a scout's physical limitations prevent him from fully complying with this requirement, the scout may nominate an assistant of approximately the same age who serves subject to approval of the track chairman. In any case, the scout shall participate up to his limitations.
4. **Lane assignment:** Scouts will alternate lanes for each heat. In the event of a tie the starting judge will flip a coin. The youngest Scout will call the flip. The winner of the coin toss will select the lane of their choice.
5. **Car repair:** If during the race, a wheel falls off or the car becomes otherwise damaged, the scout may to the best of his ability perform repairs. The scout may seek advice for repairing the car from his parent/assistant. If a car is damaged due to track fault or due to fault of another scout, then the race chairman, at his sole judgment, may allow additional repair assistance.
6. **Car Interference:** If during a race, a car leaves his lane and in doing so interferes with another racer, then the car at fault shall be declared to have lost the race. (Exception rule 9)
7. **Car Leaves Lane:** If during a race, a car leaves his lane but proceeds down the track in manner that does not interfere with his opponent, and then the race will be called normally. (Exception rule 9)
8. **Car Leaves Track:** If during a race, a car leaves the rack without interfering with his opponent, the race shall be considered to have ended its heat at that point. (Exception rule 9)

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9. **Track Fault:** If during a race, a car leaves his lane, at his sole discretion, the track chairman may inspect the track and if the track is at fault, which caused the initial violation, the track chairman may order the race heat to be rerun after the track is repaired.

10. **No Finishers:** If during a race, no car reaches the finish line on the track, the car that went the farthest in its lane, shall be declared the winner.

11. **Appeals:** The Cub Scout must make all questions of rules, interpretations, procedures, and facts to the track officials promptly. A station at each track will be designated for this purpose. A scout will be disqualified if a parent/assistant interferes, harasses, etc. the track officials.

12. **No Call:** If the winner of a race cannot be declared by a majority of the judges or electronic finish line device, the track chairman may order the race to be re-run.