



OFFICIAL PACK 306 PINWOOD DERBY EVENT RULES AND PROCEDURES

I. GENERAL RULES: (Applies to all Race Events)

G-1. Qualification: All registered Pack 306 Tiger, Cub, and Webelos Scouts may design, build and enter cars that are eligible to participate in the "Cub Scout Race" event. Siblings of Cub Scouts registered in Pack 306 may design, build and enter cars that are eligible to participate in the "Cheaters Race".

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 given to you by your den leader.

G-3. Competitor Categories: All Tiger Cubs, Cub Scouts, and Webelos Scouts that are registered within Pack 306 may enter this Pinewood Derby. Cub Scouts will compete with others in the same rank and first, second and third place will be decided in each rank.

G-4. 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.

G-5. "New Work": Construction of ALL entries MUST have begun AFTER last year's Pinewood Derby Races.

G-6. Single Entry per Person: Only one car may be registered by any person in the Pinewood Derby.

G-7. Inspection and Registration: Each car must pass a technical inspection before it may compete. Technical inspection and registration of cars occurs on Sunday, Jan 13th, from 1:00 to 2:45 p.m.

G-8. Late Registration and Inspection: If a Cub Scout fails to register his car by the 2:45 deadline, the scout must present his car to the CubMaster and see where the inspection process is at. If the grids for the rank are complete, the scout will not be able to race.

G-9. Failure to Pass Inspection: The Inspection Committee 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. Cars which fail the initial inspection may be adjusted, but must pass before the 2:45pm time frame.

G-10. Impound: No car may be altered in any way after it has been registered. After a car passes registration, it is to be placed on the table with others in his rank.

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) as given to the scouts by their den leader.

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 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 MUST be placed in the original 'axle grooves' in the supplied wooden block. It must be obvious to the judges that the grooves, wheels, and the nails from the kit are being used.

T-4. 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 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.

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, non-electric, non-sticky, etc.

T-6. Wheel Treatment: Wheel treatment (hub and tread smoothing and polishing) may not result in substantial removal of mass nor in reducing the wheel width from the original kit wheels. 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 and the portion of the wheel surface that contacts the track must remain parallel to the axle.

T-7. Unacceptable Construction: The following may NOT be used in conjunction with the wheels or axles: hubcaps, washers, inserts, sleeves, bearings.

T-8. Lubricants: Only dry lubricants such as graphite or powdered teflon "white lube" will be allowed for lubricating the wheels. *Lubricants may not foul the track. No lubricants are allowed in the social center. Please lubricate before bringing the car into the hall.*

III. CONDUCT OF THE RACES

Competition will consist of heat races within each rank. Track officials are responsible for the proper conduct of the races.

C-1. Inspection Gages: The race-day "Pit Stop" area will have the official scale and length box. That check-in equipment will be the official equipment for the race. (The same 5 oz. Master Weight used for scale calibration in pre-race check-in will also be available on race day. Please stress this fact to all Cub Scouts. They should be prepared to make adjustments to their cars if necessary.)

C-3. Car Handling Responsibility: Scouts shall be responsible to present their own cars to the track when called.

C-5. 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, then the race will be called normally. If the car leaves it's lane and interferes with another car, the race will be re-staged and re-run. If the same car again leaves it's lane and interferes with another car, that car will be judged last place, and the race will be re-staged and re-run without that car.

C-6. 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-7. 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.

C-8 Car Repair (With 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 additional repair assistance to the Cub.

C-9. 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-10. Call to Race: Competitors will be called by rank prior to each heat. When his rank is called, each SCOUT will retrieve his car from the table and present himself, with his car, to the track area. If the Cub does not respond, his name will be called a second and third time. If the Cub has not presented himself in time for his heat, he will be judged as placing last for that race heat. If no competitor is present, the track chairman may, *at his sole discretion*, defer the race heat in a manner that does not interfere with progress of the racing.

C-12. 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 race heat to be rerun after the track is repaired.

C-14. Rewards and Recognition: The most important values in Pinewood Derby competition are parent/son participation, good sportsmanship and learning how to follow rules. The Awards Committee is responsible for recognizing and encouraging these qualities in addition to traditional racing awards. Racers will be recognized as follows:

- a.) Every participating Scout will receive a Pinewood Derby trophy.
- b) Medals will be awarded to the first, second and third-place finishers in each rank.
- c) A trophy will be awarded by the committee chairman to the one scout who he deems to have worked the hardest on his own.
- d) Others trophies will be given, one per rank for various categories.

IV. THE RACING ENVIRONMENT

R-1. Finish Line Judging: Three Finish Line Judges shall be at station to observe each heat, on each track. Heat finish judging is determined by the finish line sensor, but may be challenged by a majority rule of the Finish Line Judges. If the track's electronic finish line sensor's result is challenged by the Finish Line Judges, the judges may override the sensor's result or have the race re-staged and re-run if the majority of the judges feel there was an error. The judges have final say on the outcome.

VI. SPECIAL NOTES TO ALL CONCERNED

This project 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 your son. In all of the events, we require that the cars be built this year.

Sportsmanship:

Two things the Pinewood Derby requires each participant to learn are 1) the craft skills necessary to build a car, and 2) the rules that must be followed. Even more important, though, is how we act and behave while participating in the Pinewood Derby or any other group activity. 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.