

Adult/Family Pack 882 - Pinewood Derby Official Event Rules & Procedures - 2017

(this set of rules is for the Adult/Family Member Race only, do not use for the Cub Scout race)

I. General rules:

G-1. Essential materials: all cars entered shall be constructed from the "Official Grand Prix Pinewood Derby Kit" (referred to below as "The Kit") as distributed by the Boy Scouts of America supply division. Additional kits may be purchased from the Scout Service Center, Pleasant Hill, CA or from Pack 882. **The car constructed must be from the block of wood contained in "The Kit" and only those axels and wheels supplied can be used for racing.**

G-2. Attendance: The Adults/Family Member need not be present to enter his own car or be present for the actual race. In these cases, the Adult/Family Member may select a friend or other adult to act as his proxy for a part of or the entire Pack 882 - Pinewood Derby.

G-3. "New work": construction of all entries must have begun during the 2016/2017 scouting year. Last (or previous) year's cars are not acceptable. **NOTE: ALL work must be completed BEFORE entering the Bollinger MPR. Only lubrication will be allowed in the MPR. NO POWER TOOLS, SAWS, DRILLS, or other construction tools are allowed to be used in the MPR to prepare the car for check in or to reduce weight if the car is found to be over the weight limit. ALL modification and construction MUST TAKE PLACE OUTSIDE THE MPR. The MPR is NOT an area for construction.**

G-4. Single entry per person: only one car may be registered per person for any and all events.

G-5. Impound: no car may be altered in any way after it has been registered. After a car passes registration it will kept by the Pack 882 team until competitions begin.

II. Adult/Family Member 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 sold by the Scout Service Center, Pleasant Hill, CA. **Materials from The Kit may be supplemented but not replaced.**

T-2. Weight: **Adult/Family Member only** race cars may weigh no more than eight (**8**) 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. If new axle slots are to be cut (or new axle holes drilled) the original axle-to-axle spacing of 4.40" (+ or – 1/8") must be maintained. It must be obvious to the judges that the original axle spacing, wheels, and the nails from The Kit are being used. At least three wheels must be in contact with the track. Wheels and axles must be mounted opposite each other on the side of the car body.

T-4. Size: cars may be no longer than 7.00 inches with a maximum width of 2-3/4 (2.75) inches and a maximum height of 4.00 inches as determined by the official gages during the registration and inspection process. 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 required to allow the car to clear the race track's center guide-strip. 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. Permanent glue, nails or screws must securely fasten all weight to the car, e.g., 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 or in substantially reducing the wheel width or diameter from the original kit wheels. Some of the original "tread marks" (small dots on outer rim) 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: hubcaps, washers, inserts, sleeves, and bearings may not be used in conjunction with the wheels and/or axles.

T-8. 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. Gravity is the source of power for the race car.

T-9. 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. There will be a lubrication table set up at the race and lubrication must take place at this location. Adult/ Family Member only cars can lube after winning their heat, and moving on towards finals.

There shall be NO lubrication outside of the lubrication table.

III. Conduct of the race and show events

THE RACE

Heat races determine finalist. Winner of final race takes all.

C-1. Inspection gages: The "pit stop" area will have the official scale and length box. The check-in equipment will be the official equipment for the race. (Please stress this fact to all adults ... They should be prepared to make adjustments to their cars before check-in if necessary.)

C-2. Car handling responsibility: Adult/Family Member shall be responsible to present their own cars at the "pit stop" area for lubrication. Cars will be staged on the tracks by the "starter team."

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, 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, that car will be removed from competition until proper repairs can be made and judged fit to race again by the "Race Officials".

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 and receive the maximum time allowed per heat.

C-5. Car repair (without fault): If, during the race, a wheel falls off or the car becomes otherwise damaged, then the adult may, to the best of his ability perform repairs with the assistance of his adult partner or pit crewmember and present to the "Race Official" for inspection.

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 track master, at his sole discretion, may allow additional repair assistance to the adult.

C-7. No finishers: If, during a race heat, no car reaches the finish line on the track, then all cars will receive the maximum time allowed by the event timing software and recorded appropriately.

C-8. Track champion: The champion from each rank level shall be accompanied, with his car, from the track to the staging area. The car will be impounded in the staging area until the start of the final heats. Inspection, repair as necessary and addition of graphite will be permitted prior to the start of the final heats.

C-9. 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 track master may order the race heat to be rerun after the track is repaired.

C-10. The race area: only race officials may enter the track area. This rule will be strictly enforced.

Sportsmanship:

1) Rules must be followed.

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.

2) Behavior and sportsmanship.

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.