



OFFICIAL CANYONS DISTRICT PINWOOD DERBY EVENT RULES AND PROCEDURES

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

G-1. Qualification: All donors who registered as a racer for the Canyons District Inaugural Pintwood Derby Hosted by Brewery X may enter a car into one of the two divisions.

G-2. Essential Materials: All registered members shall be given the "Official Grand Prix Pinewood Derby Kit" (referred to below as "the Kit"). If desired, an alternative or additional kits may be purchased at the individual's expense.

G-3. Competitor Categories: The two competition categories are Standard and Open.

G-4. Attendance: The registered racer MUST submit their car before racing. This means that the racer must be present at "Inspection and Registration" to enter their car into the competition.

G-5. Construction of ALL entries do not have to be the racers original work.

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

G-7. Inspection and Registration: Each car must pass a technical inspection before it may compete.

G-8. Failure to Pass Inspection: The Inspection Committee shall disqualify cars that do not meet the rules as described herein. If a car does not pass inspection, the racer will be informed of the reason his car did not pass. Cars that fail the initial inspection may be modified and brought back for re-inspection before the race is to begin. The racer may also choose to switch categories if that that will allow entry.

G-10. Impound: No car may be altered in any way after it has been registered. After a car passes registration, it will be stored by the Pintwood Derby Race Committee until the race begins.

G-11. Car Design Rules Interpretation: Interpretation of the rules described in G1 through G-11, and T-1 thru T-8 are at the sole discretion of the Inspection Committee Judges present during the Registration and Inspection process.

G12. Race-Day Rules Interpretation: On Race Day, the racer must make all questions of rules interpretations and procedures to the Pintwood Derby Chairman or Race Officials promptly. Decisions of Race Officials on questions of rules interpretations and procedure may be appealed to the Pintwood Derby Chairman. All decisions of the Pintwood 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 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.

II. RACE CAR DESIGN STANDARDS

T-1. Material: Race cars shall be constructed for this event from the base parts contained in the Official Grand Prix Pinewood Derby Kit (referred to below as "the Kit") as sold by the Orange County Scout Shop. Materials from the Kit may be replaced only when racing in the Open division.

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. (Does not apply to Open division)

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 spacing' of the supplied wooden block. It must be obvious to the judges that the grooves, wheels, and the nails from the Kit are being used. (Does not apply to Open division)

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. Note: If a racer does not wish to build a car for racing purposes, but only wants his car to be entered into the "Design Categories", then he may exceed the dimensions and weight listed above. (For the Open division, the requirement is that it does not interfere with the ability for other cars to move down the track.)

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. Weights shall be passive, i.e. non-moveable, nonmagnetic, non-electric, non-sticky, etc. (Does not apply to Open division)

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. (Does not apply to Open division)

T-7. Unacceptable Construction: The following may NOT be used in conjunction with the wheels or axles: hubcaps, washers, inserts, sleeves, bearings. (Does not apply to Open division)

T-8. Lubricants: Only dry lubricants such as graphite or powdered teflon "white lube" will be allowed for lubricating the wheels. (Does not apply to Open division).

III. CONDUCT OF THE RACES

Competition will consist of heat races within each scouting level. 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.

C-2. Car Handling Responsibility: Racers shall be responsible to present their own cars at the check-in. Cars will be handled and staged on the tracks by the "Starter Team."

C-3. Lane Assignment: The heat and lane assignments will be assigned randomly at the time of check-in. Cars will run multiple heats and their average time will be used for rankings.

C-4. 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 disqualified from that heat and the race will be re-staged and re-run without that car.

C-5. 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-6. Car Repair: If, during the race, a wheel falls off or the car becomes otherwise damaged, then the racer may, to the best of their ability perform repairs.

C-7. No Finishers: If, during a race heat, no car reaches the finish line on the track, the race will be re-staged and re-run.

C-8. Call to Race: Competitors will be called by Division prior to each heat. The Starter Team will announce which cars are competing in each heat.

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 Trackmaster may order the race heat to be rerun after the track is repaired.

C-10. The Race Area: For each heat, only the race officials may enter the track area. This rule will be strictly enforced.

C-11. Winning the Race: The racer with the best average time from all of the heats in their division will be declared the winner. Second and third place will be determined following the same procedure.

C-12. Rewards and Recognition: The Awards Committee is responsible the race awards. Racers will be recognized as follows:

a) Trophies will be awarded to the first, second, and third place finishers for best overall times.

b) Trophies will be awarded to cars which are judged to be the best looking overall.

IV. THE RACING ENVIRONMENT

R-1. Track Length and Drop: The track shall have a racing surface (starting line to finish line distance) of approximately 42 feet with a drop of approximately 4 feet.

R-2. Track Slope: The track slope shall decrease from approximately 30 degrees at the starting line to approximately 0 degrees at the finish line.

R-3. Lanes: Each lane will consist of a straight, smooth aluminum strip approximately 1-1/2 (1.50) inches, but certainly less than 1-3/4 (1.75) inches, wide and approximately 1/4 (0.25) inches, but certainly less than 3/8 (0.375) inches thick, centered on a smooth surface no less than 4 inches wide. Each race car shall straddle such a strip during its heats.

R-4. Starting Mechanism: The "starting line" shall consist of vertical pins of approximately 1/4 inch diameter, extending approximately 3 inches above the track surface and approximately centered in the each lane.

R-5. Finish Line Timer Location: The track has an electronic timer at the Finish Line. The electronic timer will record each cars time as they cross the finish line.

R-6. Finish Line Judging: The Finish Line Judge shall be at station to observe each race and to ensure that the electronic timer records the correct order of cars crossing the finish line.

V. SPECIAL NOTES

This event is a first for the Canyons District in its attempt to raise funds for Orange County Council, BSA. Brewery X has allowed us this opportunity to host the Pintwood Derby at their location. Please treat the facility and event with the ideals found in the Scout Oath and Law.

Please enjoy the facility and its food and beverage service responsibly. Any unwelcome behavior or misconduct may result in you being asked to leave the facility.