

OFFICIAL LEWIS AND CLARK DISTRICT PINEWOOD DERBY RULES

Revised Dec 19, 2018

A COPY OF THESE RULES SHOULD BE GIVEN TO EACH PARTICIPANT BEFORE BUILDING THE GRAND PRIX RACER P/N 17006.

**CUBMASTERS MUST REVIEW THESE RULES AT PACK AND DEN
MEETINGS IN OCTOBER, NOVEMBER, DECEMBER AND JANUARY
WITH PARENTS AND SCOUTS.
AT THE SAME TIME IT IS SUGGESTED
THAT YOU REVIEW THE TRUE MEANING AND PURPOSE OF THE PWD.**

Cars MUST be made from the official BSA Grand Prix type car #17006 Pinewood Derby Kit

All cars must conform to the inspection standards listed to be allowed to race.

Wheels and axles must be Official BSA Grand Prix Racer Parts

DO NOT ASSUME the width, length and height of kit are standard.

BOYS ARE REQUIRED TO BUILD A NEW CAR EACH YEAR

CAR SPECIFICATIONS

- S1. Overall **width** of body (**car including wheels**) shall not exceed 3 (three) inches.
- S2. Overall **length** of body (**car including wheels**) shall not exceed 7 (seven) inches.
- S3. The car (**car including wheels and weights**) must have a **track clearance** of a minimum of 3/8 inches.
- S4. The **height** of the car (**car including wheels**) will not exceed 3 (three) inches.
- S5. The **weight** shall not exceed 142 grams (5 ounces). **The scales at the derby registration are the official scales. The cars will be weighed in grams at the event. Weight may vary from the scales that you use.** If a car is overweight, the racer may reduce the car's weight to meet the rules.
- S6. Car detailing is permitted as long as they do not exceed the maximum length, width, and height and weight specifications of the car.
- S7. The body of the BSA Grand Prix Racer must be made of wood.
- S8. Pinewood Derby Car must have a solid front end, meaning **no notches, no channels** and **no points** on the car that would give an advantage at the starting line. Cars shall have a leading edge which is flat and parallel with the axles. The leading edge should be between 0.5 (1/2) and 0.75 (3/4) inches above the track. Cars which "ride-up" on the staging pegs may be run backwards, or disqualified, at the judges discretion.*** (See Below)

CAR RESTRICTIONS

R1. No loose materials of any kind are permitted on the car. The car may be hollowed out and built up to a maximum weight by the addition of wood or metal only, provided that it is built securely into the body. Weight is not allowed to move. It must be secure on or in the car. (No “sliding” weight). Mercury is prohibited as a weight.

R2. Washers and bushing are prohibited. All dry lubricants are permitted but must be applied inside the school. No wet lubricant is allowed. (Ex: NyOil, NyOil II, WD-40) Only one lubrication is allowed before the beginning of the first race, and then once again before the beginning of the first race of the semi-finals and finals. Race Officials must be present during all applications of lubricant. Anyone possessing or found using lubricants outside the school will be disqualified immediately.

R3. The wheels may not be reduced from their original size. The only acceptable change to the wheel is filing off the mold projection. Wheels may not be shaved or narrowed to any extent. The wheels may be smoothed. No tapering, No V or H cuts allowed** (see example below). No hubcaps allowed. No trimming of axles or reducing of head diameter will be allowed. **All four wheels must sit flat on surface. No raised wheels.**

R4. The car shall not ride on any type of spring.

R5. The car must be freewheeling with NO starting device(s).

R6. The wheelbase (distance from front axle to rear axle) of the BSA Grand Prix Kit cannot be changed. No lengthening of the wheelbase.

GENERAL RULES GOVERNING RACE

G1. Each car must pass an inspection by the Official Inspection Committee at the Derby. All rules will be strictly adhered to. The inspectors will disqualify those cars that do not meet these specifications. This race will be an impound race. Once the cars are inspected and pass, the car will remain impounded until the race.

G2. Only the Inspection Committee is permitted in the impound area.

G3. Once a car is registered and accepted by the officials there will be no access to the car by anyone other than the race officials and Cub Scout who built car. During the race, the Cub Scout will transfer his own car from the impound area to the track when his name is called to the starting line. A race official will place the car on the starting line. Violations of this rule will disqualify the car.

G4. Once a car is registered, nobody may tamper with the car, except to repair broken parts or to correct rule violations at the repair station. You have 5 minutes to complete these repairs. An adult is permitted to make the repair and/or correction. Any adjustments must be made under the supervision of one of the race officials. The race official will make the final decision as to whether the car is qualified to race in another heat or should be eliminated from further competition.

G5. A Cub Scout must be present to race his own car. (NO SUBSTITUTES)

G6. In the case of a tie, the racers will run again on the same lane.

G7. All racers must be registered as a Lion Cub, Tiger Cub, Cub Scout or Webelos Scout with the Boy Scouts of America. (If you are registered in the "Open Class" G7 Does not apply).

DISQUALIFICATION

D1. A car loses a part twice in any heat. Should this happen once, the race will be stopped and the racer will have a chance to fix his car. Only the Cub Scout and his parent may work on his car. (See G4 above). All work must be done in the designated work area with a race official present.

D2. A car jumps the track twice in any heat.

D3. Your car touches another car twice in any heat.

D4. A racer arrives after the first heat of his pack.

D5. Any part of the car extends beyond the starting pin.

D6. The car is modified after registration. Only exception to this is G4 (See above)

** (Examples of Tapered, H and V patterns)



