

## 2015 Neuse Basin District Pinewood Derby Basic Rules

Width: 2  $\frac{3}{4}$  "  
Length: 7"  
Weight: No more than 141.8 grams (5.0oz)  
Axle Width: 1  $\frac{3}{4}$  "  
Clearance (between car and track):  $\frac{3}{8}$  "  
Height: Must fit under finish line.

### Key Rules to Keep In Mind:

- Official Class cars must be built new for this season and cannot have been raced in previous years (see section 1a)
- Use an official BSA Pinewood Derby kit, not a PineCar or other kit (see section 2a and 2b)
- Car must weigh no more than 5.0 ounces or 141.7 grams as weighed on the official scale (see section 3a)
- Wheel treads must NOT be modified in any way (see section 4i)

### 1. General

- a. Each car entered in the race must be newly built for the current Cub Scouting year. Cars from previous scouting years are not permitted.
- b. The car should be substantially built by the Cub Scout. Parental supervision and guidance in the construction of the car is encouraged, but the parent SHOULD NOT BUILD THE CAR FOR THE CUB SCOUT. Siblings should show off their car building skills by entering the "Sibling Class" races

### 2. Only Official BSA Pinewood Derby Kits Permitted

- a. The body of the car must use the block of wood provided in an official B.S.A. Pinewood Derby Grand Prix kit (either current or original Grand Prix kits made by the Beta Craft company are acceptable) as its basis.
- b. Old style vintage kits with tall skinny wheels are not permitted in "Official Class" races, nor are "PineCar" or other non-official kits. Cars made with other than official BSA kits will be disqualified. Every year, a Cub Scout shows up with a PineCar kit-based car, and is disqualified, so please don't let this happen to your Scout.
- c. The axles must be attached directly to the original block of wood (see below for axle slot rules).

### 3. Dimensions and Weight

- a. The total weight of the car may not exceed 5 ounces (141.7 grams). Be careful about using scales at the store or Post Office, as they are notoriously inaccurate. Most digital scales are fairly accurate, but only the official scale will be used for the official weigh-in.
- b. The maximum width of the car, including wheels, may not exceed 2-3/4 inches.
- c. The maximum length of the car may not exceed 7 inches, but there is no minimum except that the wheelbase must be at least 4-1/2".
- d. The minimum ground clearance from the bottom of the wheels to the bottom of the lowest part of the car other than the wheels must be at least 3/8 of an inch, including weights and accessories.
- e. Minimum width between wheels is 1-3/4 inches.
- f. The maximum height of the car is 3-1/2 inches including accessories.
- g. Other materials such as wood, plastic or metal may be added to the original block of wood from the official kit as long as the car is within the allowed dimensions.
- h. Cars must be powered by gravity only! This means no engines, rubber bands, wind up motors, springs as used for propulsion, rocket motors, CO2 cartridges, thermo-nuclear reactors, plasma boosters, rodents on hamster wheels, or any other thrust generation or enhancement devices.
- i. Projectiles are not allowed. No part of the car may intentionally detach from the car during the race, come into contact with any other car, or extend outside the allowed dimensions at any time.
- j. Movable or liquid weights that shift the center of gravity of the car when the car is tipped or rolled are prohibited.
- k. Electronics are allowed as long as they do not provide any propulsion. Examples of acceptable electronics include LEDs, phototransistors, microprocessors, batteries, electromagnetic coils, transistors, relays, transmitters to cause lights or effects, etc. Use electronics to enhance performance or just to make your car look cool. However, you may not use the electronics to create any kind of propulsion or inertial force.

### 4. Wheels and Axles

- a. The car may not be designed so that the wheels ride upon the center guide strip of the track.
- b. Loose pieces that are designed to intentionally fall off during a race are not permitted.

- c. If the front of the car is designed to gain an unfair advantage by shortening the distance between the start pin and the finish line sensor, or the car design otherwise interferes with a fair start, race officials reserve the right to require the racer to modify the front of the car to eliminate the advantage, or the car will be disqualified.
- d. The axles of the car must be from an official B.S.A. Pinewood Derby kit or an official Pinewood Derby wheel replacement kit.
- e. Axles must be firmly attached to the car and may not pivot in the body.
- f. Axles may be polished, but may not be machined, reduced in diameter more than 1% of their original diameter, or plated or permanently coated with any finish. The heads on the axles may not be modified or reduced except to remove flashing or to polish. Reshaping, tapering, grooving, or otherwise modifying the axles will disqualify the car. No "PineCar" axles will be accepted.
- g. The use of a flexible or sprung suspension system of any type is prohibited.
- h. The wheels must be from the official B.S.A. Pinewood Derby kit or official Pinewood Derby wheel replacement kit. 12-spoke or 14-spoke wheels marked "OFFICIAL BSA MADE IN USA" are permitted), including official factory-colored plastic wheels. No "PineCar" wheels are allowed. Wheels made after January 2009 are preferred because of the smooth tread that requires no sanding. It is acceptable to use wheels with matching mold numbers from different sets of official Pinewood Derby wheel replacement kits.
- i. Wheel treads may not be altered in any way other than removal of defects and polishing. Injection molding defects on wheel treads may be removed by sanding VERY lightly. However, the wheels that have been supplied in the official BSA kits since January 2009 DO NOT REQUIRE SANDING AT ALL because the treads are molded without injection molding pin channels. The wheels may be VERY LIGHTLY sanded, polished, or finished with graphite to enhance smoothness, but they may not be reshaped or reformed or rounded off in any way. If excessive sanding or finishing including lathe turning is detected by the presence of turning marks or the slightest rounded-off corners or removal of the tiny bumps at the outside corner of the tread or any other alteration from the appearance of the stock official BSA wheels, the car will be disqualified, no ifs, ands or buts. This is the largest cause of car disqualification, even when caused by a so-called over-eager Scout who just wanted to sand the wheels and there is no intent to reshape the wheels. Please be warned: DO NOT RESHAPE THE TREAD OF THE WHEELS IN ANY WAY OR YOUR CAR WILL BE DISQUALIFIED REGARDLESS OF INTENT.

- j. If commercial aftermarket wheels or axles that have been professionally polished, rounded, grooved, lightened, lathed, machined, trimmed, or shaved are detected, the car will be disqualified. You are expected to prepare the wheels and axles yourself.
- k. The bore of the wheels may be reamed, coned, and polished, but not otherwise altered. This is not required on wheels made in or after January 2009 because the treads are very near perfect when they come out of the seamless mold.
- l. No cars will be accepted into the race where bearings, washers, spacers, or any materials other than dry lubricant or paint are placed between the axle/body assembly and the wheel or are used as part of the wheel assembly.

## **5. Lubrication**

- a. Only dry lubricant including graphite powder, Teflon powder, or others, may be used to lubricate wheels. Non-dry lubricants including those with a petroleum, solvent, or non-dry base may attack the plastic wheels and keep them from turning freely, or can damage or contaminate the track, and are not permitted under any circumstances. Do not use oil or grease as a lubricant.
- b. Wheels and axles should be lubricated if desired before being inspected and checked in. Race organizers may or may not provide graphite powder lubricant at the race or at check-in or registration dates.
- c. Once the car is impounded after the inspection and weigh-in, it may NOT be re-lubricated except when the wheel is damaged or becomes dislodged during a race. This includes on race day when the cars are impounded – you will NOT have a chance to put more dry lubricant on your car's wheels on race day.
- d. Dry lubricant must be applied over a trashcan or rag, and spills must be completely cleaned up.
- e. Lubricant reservoirs that are built into the car are prohibited.

## **GENERAL:**

- Time (speed) Race using Pinewood Derby Grand Prix software and a 4 lane 35' Aluminum Track. Each racer will be allowed to race 6 heats; 2 times in each lane.
- After car has passed inspection, no changes may be made to the car and the cars are not to be touched until it is time to race; exception is to repair race damage. Cars will be placed in the pit area until its scheduled heat.