

**BOY SCOUTS OF AMERICA  
PACIFIC SKYLINE COUNCIL  
OFFICIAL 2008 PINEWOOD DERBY RULES**

**UNIFORMITY OF RULES:** For fairness and uniformity, these rules shall apply to every Pinewood Derby conducted in the Pacific Skyline Council, including all Pack-, District- and Council-level races. All cars and participants must comply with these rules. **BY REGISTERING FOR A PINEWOOD DERBY RACE EACH PARTICIPANT ACCEPTS THESE RULES, THE TRACK, THE SCALES AND OTHER EQUIPMENT USED, THE SCORING SYSTEM, THE LANE(S) ASSIGNED, AND ALL DECISIONS BY THE RACE OFFICIALS.** Anything not covered in these rules is at the discretion of the race officials, whose decisions are final on all issues.

These rules, and any updated information regarding the District and Council Pinewood Derbies, will be posted to the Pacific Skyline Council's web site at [www.pacsky.org](http://www.pacsky.org)

**STYLE COMMENT:** In the past, flat pieces of wood (not even a slope) have been submitted as a Pinewood Derby car. There is no conceptual space for a driver or an image of a driver. Please try to have your cub design a car that looks like a car (some sort of cockpit/driver location). This seems to be more in line with the concept of Pinewood Car Derby versus Pinewood Skateboard Derby.

**PACK RACES:** Every Pinewood Derby shall include an Official Class for cars built by current Cub Scouts from the official BSA kit. For fairness and uniformity, only very limited modifications are permitted to cars in the Official Class. The idea is for everyone to have fun on a level playing field, where the son of a single parent living in an apartment with no tools can compete on an equal basis with the son of a rocket scientist with a complete computer-guided machine shop.

All cars competing in the Official Class **must be built primarily by the Cub Scout** with assistance by others only as necessary. Any car, which race officials reasonably believe was not built primarily by a Cub Scout may, at the discretion of the race officials, be disqualified and will not be eligible for awards.

**DISTRICT CHAMPIONSHIPS:** The Stanford District Pinewood Derby Championships will be tentatively held on Sunday April 13, 2008 at a place to be determined (Los Altos most likely). Racing will begin at 12:30pm. The entry fee is \$5.00 per car.

**QUALIFICATION:** Cars qualify for the Stanford District Championships by being one of the five FASTEST cars in their Pack. Alternatively, each Pack can choose to submit the fastest car from each of the 5 grade(rank) levels. This is at Pack discretion.

**HANDLING OF DISTRICT ENTRANTS:** At the completion of Pack level races in the Stanford District, each Pack's Pinewood Derby chairperson will **gather** the qualifying cars, clearly **mark** on the bottom of the cars, the cub's name, Pack #, and rank, **fill out** the **PWD race registration form**, **drop** the cars off at the PALO ALTO SCOUT HOUSE and **pay** the entry fees. **DO NOT ADJUST**

**THE CARS. THEY SHOULD REMAIN IN THE FORM THEY WERE IN WHEN THE RACED AT THE PACK LEVEL.**

**PLEASE LUBRICATE THE CARS BEFORE THEY ARE TURNED IN FOR REGISTRATION. THERE WILL BE NO OPPORTUNITY TO LUBRICATE THE CARS AFTER REGISTRATION.**

The cars will then be inspected and weighed by the District Race officials. If the car does not pass inspection or weigh-ins, the race officials may modify the car to conform to size and weight limitations. If this is too difficult, the car will be disqualified. There is no guarantee that the officials will contact the Pack to inform of disqualifications before race time. The deadline for turning in cars for registration is no later than Monday, April 7th, 2008.

**RACE RULES AND REGULATIONS:** After inspection and registration only race officials will handle the cars, which shall be placed in a holding area and removed only for racing. Races will be run on a four-lane aluminum track. Each car will run at least four times, once in each lane. Elapsed times will be recorded to the nearest 1/1000th of a second. The total race time of the four races run by each car will be added together, and overall finish order will be determined by comparing total race times. The start and finish gates are laser activated and the race times are collected and reported on by computer software.

**BREAKDOWNS:** In general, if a car breaks down it will be disqualified. One of the race aspects is endurance; can the car survive multiple races. There are instances when race officials can do a quick repair to allow the car to race again. There is no guarantee of this. The races are tightly run in sequence and there is rarely the chance to stop for repairs. Decision by the officials is final.

**APPEARANCE COMPETITION:** In addition to SPEED TROPHIES, there will also be awards for the "BEST OF SHOW" (most beautiful) and the "MOST CREATIVE" cars, based on the design, construction, finish and overall appearance of the cars.

**OFFICIAL CLASS RULES:**

1. All cars must pass inspection to determine conformity with these rules before being allowed to register. Cars not conforming to these rules shall not be registered and shall be disqualified. Occasionally, race officials will attempt to modify a car to conformity. There is no guarantee that this will be successful. Any car that cannot be brought into conformity by the time registration is completed will not be permitted to compete.
2. If a Cub Scout cannot attend the race, the car may still be submitted for racing by the Pack representative.
3. After registration, no adjustments or additional lubrication permitted.

4. If a car is damaged during registration or a race, or jumps the track during a race, officials will review the problem and decide whether to re-race, repair or disqualify. Official's decision on this is final.
5. Cars shall be powered by gravity only.
6. No loose or improperly adhered materials of any kind are permitted in or on the cars.
7. No part of a car may be constructed to extend beyond the back of the starting gate. When a car is registered either end may be designated as the "front" but the designation may not be changed later. If not marked, officials will make a decision. That decision is final.
8. Prior to presentation of awards, winning cars may be subjected to a teardown inspection at the discretion of the race official(s). Any car discovered during post-race teardown inspection to be non-conforming shall be disqualified, and final standings adjusted accordingly. Under no circumstances shall correction or adjustment be permitted of a car discovered during post-race teardown inspection to be non-conforming, nor shall any race be re-run.
9. The only acceptable kit for construction of cars competing in the Official Class is the official Boy Scouts of America kit consisting of a one-piece wood block car body, zinc-plated nails for axles and wide tread plastic wheels, designated as Grand Prix Pinewood Derby Car Kit. In the printed BSA Catalog the kit is item #17006 or C17075. Prior model kits will not be accepted. Later model kits are acceptable. The basic body block, axles and wheels must be official BSA parts; however, decorations and accessories may be purchased through non-BSA sources.
10. Cars competing in the Official Class must be built primarily by Cub Scouts, with assistance by others only as necessary, and must have been constructed within the past 12 months.
11. Dimensions of cars competing in the Official Class must conform to the following:
  - Width: 3 inches maximum, including wheels and axles.
  - Track: 1 and 3/4 inches minimum between inside edges of wheels.
  - Length: 7 inches maximum.
  - Weight: 5 ounces (141.75 grams) maximum.
  - Height: 3 and 1/2 inches maximum.
  - Clearance: 3/8 inch minimum bottom clearance, inclusive of weights and accessories.
12. **WHEELS SHALL NOT BE MODIFIED OR RESHAPED IN ANY WAY.** Wheels may be mounted on a mandrel in a drill, drill press, lathe or mill, but may only be sanded to remove molding burrs and **SHALL NOT be "turned" or machined** for concentricity or roundness. Wheel running surface ("tread") must be kept flat and parallel to the track surface. Remolding or reshaping of the wheel axle hole is prohibited. Wafering, bearings, axle sleeves or bushings are prohibited.

13. **Axles must be inserted in the original grooves** cut in the car body as provided. **Re-drilling of the axle grooves, as with a drill press or mill, is not permitted.** No axle supports are allowed other than glue or putty to secure the axles in their slots. **Wheelbase (lengthwise distance between the axles) may not be changed.**
  
14. Only dry graphite based or white Teflon powder lubrication may be used.