



OFFICIAL N.E. YMCA VOYAGERS PINWOOD DERBY EVENT RULES AND PROCEDURES

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OVERVIEW OF KEY PINEWOOD DERBY RULES**

If you read nothing else, please read this introductory page, which is designed to highlight the most important rules concerning the Pinewood Derby and car specifications. Please note, however, that you are nonetheless responsible for reviewing and being familiar with all of the rules and interpretations contained herein. Ha!

- ✓ Must use axles (nails) and wheels that come with standard Boy Scout kit.
- ✓ Polishing and “de-burring” of axles is allowable and encouraged.
- ✓ Not necessary to use wooden block in kit, but cars must be made primarily of pine and meet all other size and weight specifications.
- ✓ Not necessary to use pre-drilled axle grooves in block that comes with kit.
- ✓ **No “speed wheels”. No single axles.**
- ✓ Cars may weigh no more than 5 ounces as determined by the official scale. No exceptions.
- ✓ Cars may be no longer than 7 inches.
- ✓ Cars may be no wider than 2 and ¾ inches.
- ✓ Weights may be added to the car, but must be securely fastened.
- ✓ Wheels may be “smoothed and polished” but not beveled or otherwise altered significantly from their original shape and width.
- ✓ Only dry lubricants, such as graphite or powdered teflon are allowed on axles.
- ✓ No lubrication allowed after the beginning of the first race.
- ✓ Have fun building and racing your car and be a good sport (kids, too)!!

**** It is the joint responsibility of the Navigator, the Band leaders and each Dad to ensure that the rules are received, read and understood prior to race day. Non-compliant cars on race day make things very uncomfortable for the Navigator, the Band Leader, and the Dad (and it is not fair to the child). The rules were designed to ensure an uneventful check-in process! As leaders, we are not primarily concerned that your car may have an “unfair advantage”, but that others (including children) may perceive this to be the case, which can cause many problems. Thanks in advance for working with us in this area!**

I. GENERAL RULES:

G-1. Qualification: All registered Voyagers may design, build and enter cars that are eligible to participate in the “Voyagers Pinewood Derby” event.

G-2. Essential Materials: All cars entered shall use the wheels and axles as included in the "Official Grand Prix Pinewood Derby Kit" (referred to below as the kit) as sold at Michael's, Hobby Lobby. Kits may be purchased elsewhere if they are of the exact type manufactured by the Boy Scouts of America (BSA) as specified above. It is not necessary to use the pinewood block included with the kit; however, each car should be constructed primarily from pine. ***No “speed wheels” or single axles are allowed.*** Official Boy Scout cars and car supplies can be purchased at the Boy Scout shop at Highway 10 and 35W, just West of the Mermaid (2218 County Hwy 10, St Paul, MN 55112).

G-3. Competitor Categories: All members that are registered in the Voyagers program may enter the Pinewood Derby.

G-4. Attendance: The child is strongly encouraged to enter his own car. This means that the Voyager should be present at "Inspection and Registration" to enter his car into competition. We recognize that situations may arise where this may not be possible.

G-5. Single Entry per Person: Only one car may be registered by any person in the Pinewood Derby.

G-6. Inspection and Registration: Each car must pass a technical inspection before it may compete. Technical inspection and registration of cars occurs on the day of the races. Pre-inspection and testing will also be available at the “time trials” the Saturday afternoon of race day. It is strongly recommended that you attend and participate in these “time trials”.

G-7. Late Registration and Inspection: Cars must be registered and inspected prior to the start of the first race.

G-8. Failure to Pass Inspection: A car failing to pass inspection will be disqualified. It is the car owner's responsibility to remove the car from competition and to fess up to the fact that the Dad failed to read the rules!

G-9. Impound Lot: No car may be altered in any way after it has been registered. After a car passes registration, it will be placed in the Impound Lot, not to be touched until race time.

G-10. Car Design Rules Interpretation: Interpretation of the rules described in G1 through G-11, and T-1 thru T-9 are at the sole discretion of the Grand Council members present during the Registration and Inspection process.

G-11. Race-Day Rules Interpretation: On Race-Day, the Voyager must make all questions of rules interpretations and procedures to the Navigator or YMCA Program Director, either or both of which may consult the Grand Council. All decisions of the Grand Council are final. Decisions on questions of fact (e.g. the result of a specific race) may not be appealed beyond the

Finish Line Judges. **Note:** Unsportsmanlike conduct by any participant or spectator will be grounds for expulsion from the competition and/or the race area. *This includes booing other competitors or excessive celebration .*

II. VOYAGER RACE 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 Scouts. Materials from the kit, other than the wood itself, may be supplemented but not replaced.

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. Note: The official scale will be available at the Thursday evening time trials.

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 (they **do not** have to be placed in the original 'axle grooves' in the wooden block supplied with the kit). It must be obvious to the judges that the wheels and the nails from the kit are being used.

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.

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.

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. 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: The following may NOT be used in conjunction with the wheels or axles: hubcaps, washers, inserts, sleeves, bearings.

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.)

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.* In the interest of fairness, only one lubrication is allowed before the beginning of the first heat race.

III. CONDUCT OF THE RACES

C-1. Inspection Gages: The race-day Registration Table "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. Race Day Lubrication: There may be a lubrication table set up at the race. To be safe, each Voyager should plan on supplying their own lubricant. In the interest of fairness, only one lubrication is allowed before the beginning of the first heat race.

C-3. Car Handling Responsibility: Parents ("Runners") shall be responsible for presenting cars at the starting line for staging. Cars will be staged on the tracks by the "Starter Team." The car "owners" will be called upon to stand by their cars at the starting gate just prior to the start of the race.

C-4. Lane Assignment: Lane assignment is random. Depending on the number of cars entered in the days race, variations of one-time, head-to-head racing may be considered (i.e. best two out of three, switching lanes each time) if approved by the Grand Council.

C-5. 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, the other car will be judged the winner.

C-6. 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. See C-12 for exception as a result of race track unceremoniously flinging car off said track as a result of protruding nails, etc.

C-7. Car Repair (Without Fault): If, during the race, a wheel falls off or the car becomes otherwise damaged, then the Voyager may, to the best of his/her ability, perform repairs with the assistance of his parent or a "Pit Crew" member.

C-8 Car Repair (With Fault): If a car is damaged due to track fault, or damage caused by another car or person, then the Navigator, at his sole discretion, may allow additional repair assistance to the Voyager.

C-9. No Finishers: If, during a race heat, neither car reaches the finish line on the track, the car which went the farthest in its lane shall be declared as the heat winner.

C-10. Call to Race: Competitors will be called by name and car number prior to each heat. When he/she is called, each Voyager will present him/herself to the starting line.

C-11. Track Fault: If a car leaves its lane, at his sole discretion, the Navigator may, after throwing the red challenge flag, inspect the track and, if a track fault is found which probably caused the initial violation, the Navigator may order the race heat to be rerun after the track is repaired.

C-12. The Race Area: Only race officials (i.e. DADS) may enter the track area, other than the racers called to the starting line. This rule will be strictly enforced!

C-13. Rewards and Recognition: The most important values in Pinewood Derby competition are parent/child participation, good sportsmanship and learning how to follow rules. The Band Leaders are responsible for recognizing and encouraging these qualities. Racers will be recognized with first, second and third place trophies in each division as well as a for the Coolest Car.

IV. SPECIAL NOTES TO ALL CONCERNED

This project is a parent and child event and we recommend each parent emphasize this idea with your child.

Sportsmanship:

Two things the Pinewood Derby requires each participant to learn are 1) the craft skills necessary to build a car, and 2) the rules that must be followed. Even more important, though, is how we act and behave while participating in the Pinewood Derby or any other group activity. This is called **sportsmanship**.

The first thing to remember about sportsmanship is that everyone's skills are a little different. You may be good at something like singing or drawing, but not as good at something else like basketball or computers. Parents have different skill levels, too. This doesn't mean that you are a good person one time and not good another time. You can always be a good person, whether or not you have good car-building skills. Remember, you and your friends are individuals first and racers second. This idea is often called **having respect for others**.

The second thing to remember is to follow the rules. 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**.

The third thing to remember about good sportsmanship is that 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.

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