

Official Pinewood Derby Rules for Pack 106, January 2011.

Car Specifications

1. WIDTH The overall width of the car (including wheels and axles) shall not exceed 2 ¾ inches.
2. LENGTH The maximum length of the car shall not exceed 7 inches.
3. WEIGHT The maximum weight of the car shall not exceed 5.0 ounces. The reading on any Official Race Scale will be considered final. All car parts and materials must be firmly attached. Any weight which falls off after the car has been inspected may not be replaced. Weights can be screwed on instead of glued on for easier adjustments if necessary.
4. CLEARANCE The car body must be at least 1 ¾ inches wide at the axles, and the car must have 3/8 inch clearance under the body. This is so the car will clear the center guide strip on the track! Recessing weights up under the car is a great idea for both aerodynamics and ground clearance.
5. WHEELBASE If desired, you may change the wheelbase (the distance between the front and rear axles).
6. WHEELS & AXLES Use only official Scout Grand Prix Pinewood Derby wheels. Colored wheels from the Scout Shop are permitted. The molding seam on the wheel's tread may be removed with a light hand sanding. No other wheel changes (beveling, tapering, thin sanding, wafering, lathe turning, etc.) are allowed. Sanding a wheel spun on a mandrel is not permitted, as this alters the entire wheel, not just the mold seam. The width of the wheels where they touch the track must be at least ¼ inch and flat.

The axles supplied with the kit must be used. These axles may be polished. Solid axles across the car are not allowed. Weighted wheels, bearings, washers, and bushings are prohibited.
7. SUSPENSION The car may not ride on any type of springs or suspension mechanisms.
8. DETAILS Details such as steering wheels, drivers, decals, paintings, spoilers, and interior details are acceptable. The finished car with details must meet the maximum length, width, and weight rules. No loose materials of any kind are permitted in or on the car. The car may be inverted and shaken as part of the inspection. Cars with wet paint upon inspection will not be accepted.
9. ATTACHMENTS The car must be free wheeling with no starting devices.
10. LUBRICATION Use dry powder graphite ONLY. Other lubrications such as oils and silicone sprays are prohibited. Cars must be lubricated prior to registration. Once a car has been registered, no further lubrication will be permitted. No graphite may be applied after inspection or during races.
11. INSPECTION Each car must pass inspection by the Official Inspection Team before it may compete. The Inspection Team has the right to disqualify those cars which do not meet these rules. Car owners will be advised of any infractions and be given reasonable opportunity to modify the car to meet the rules before the race. If the car can not be brought into compliance before race time, the car will be permitted to race but will not be eligible to compete for speed or judged awards. No cars may be inspected or registered once the first race has been run, including those cars which previously failed inspection.

During the registration process, a numbered sticker will be applied to the front of the car. The **scout** will be asked to identify the front-end of the car. Be sure to allow a location for this sticker.

Once a car has passed inspection, it will be registered and "garaged" with the Inspection Team until race time. The scout will not handle the car again, unless it is to make a repair during a race, until the derby is over.
12. PIT RULES (repairs) If a car suffers a mechanical problem involving the wheels or axles during a race, and a repair can be accomplished in a reasonable time (within a few minutes), then the race will be re-run with all 4 cars again. If the car can not be repaired in a reasonable time, then the car will forfeit the race. After races begin, all emergency repairs must be done by the *Scout* only, except for Tigers who may have parental help. For the rank of Wolf and up, parents may supervise repairs, but not assist. Only emergency repairs which are required for the operation of the car may be performed once the car is checked in. Other repairs, such as those required to restore a loose part or weight, are not permitted.



RACE GROUND RULES

Cars must be inspected and registered the night before the Derby and meet the Car Specifications detailed on the reverse side of this sheet. Only the official Cub Scout Grand Prix Derby Car kits may be used. No pre-cut cars from Michaels or elsewhere will be allowed. The Pack supplies each scout with a single kit. Also, a car may be raced only one year.

The race will be a computer timed event using a 4-lane track. Each car will race 4 times, once in each lane. The overall winner will be the car with the lowest sum of their four times. During a race, if a car becomes damaged and can be repaired by the scout owner within a few minutes, the race will be rerun after the damage has been repaired.

Trophies will be given out for 1st, 2nd, and 3rd place finishes. Awards for the fastest car in each den (Tiger, Wolf, Bear, and Webelo) will also be given out, as well as 1st, 2nd, and 3rd place awards for Best Paint Job, Most Original Design, and Most Likely Built By A Scout. All the awards will be presented at the Blue & Gold Banquet in February.

There is an Adult and Sibling race held after the Scout's race. Participants in the Adult and Sibling race may not use a car already used in the Scout's race; participants must race their own cars. Official Pinewood Derby Car kits can be purchased at the New England Backpackers store on West Mountain Road in Worcester, at the Mohegan Council Shop on 19 Harvard Street in Worcester, or at the New England Scout Shop on 23 Turnpike Road (Rt 9 Westbound) in Southborough. The pack will also have derby car kits for sale at the November and December pack meetings. Adults and siblings may use a car that was used in a previous year's Adult and Sibling race. The same rules and car specifications apply to both Scout and Adult/Sibling races.

Please remember that good sportsmanship and good behavior are not only expected, but also mandatory. GOOD LUCK!!!

The Birth of the Pinewood Derby Race



Don Murphy's idea for the Pinewood Derby began in the Management Club at North American Aviation where he worked. Mr. Murphy wanted to create a Cub Scout activity he could do with his son. The idea of racing miniature cars came to him while thinking of his company sponsored Soap Box Derby races.

"I'd made models of airplanes, cars, boats, and any number of other structures and remembered the pleasure I got out of doing it," he said.

He asked the Management Club at his company to sponsor a miniature racing event for his Cub Scout pack, and he named the race the "pinewood derby." The club agreed to pay for the wood and other materials.

Murphy designed a miniature car that could be carved out of soft pinewood and he wrote the rules. "Pack 280C had seven dens and den mothers," remembers Murphy, "and totaled 55 Cub Scouts at the time. Originally, the block of wood we included in the kit was carved down in the forward third to a kind of cockpit. We put the wood, wheels, and nails into a brown paper sack with an assigned number. Some Cub Scout fathers built a 31-foot race ramp with two lanes and a battery-run finish line made from doorbells. Light bulbs would identify the winner."

The derby was an instant success and for a time was copied, with the Management Club's permission, by the Los Angeles County Department of Recreation. Then word reached the national director of Cub Scouting Service, O. W. (Bud) Bennett, who wrote to Murphy, "We believe you have an excellent idea, and we are most anxious to make your material available to the Cub Scouts of America."

Within the year, the pinewood derby was adopted for use in all Cub Scout packs. In its October 1954 issue, Boy's Life magazine publicized the event and offered plans for the track and a car, which featured "four wheels, four nails, and three blocks of wood."

Little has changed in the derby since 1953. Since that time, an estimated 43 million sons and fathers (mostly) have participated. And today's generations of Cub Scouts, along with their Moms and Dads, share the same fun, thrills, and rewarding moments.

"I wanted to devise a wholesome, constructive activity that would foster a closer father-son relationship and promote craftsmanship and good sportsmanship through competition," said Don Murphy, founder of the Pinewood Derby in 1953, in Manhattan Beach, CA, Cub Scout Pack 280C.