

Pinewood Derby Chairmen,

Please find attached the new 2012 North Florida Council Pinewood Derby rules. We have completely revamped them this year to make them easier to understand and easier to enforce. To reduce confusion among Scouts and Akelas, we highly recommend that these rules be used at all Pack and District level races in 2012. If you have any questions whatsoever, please do not hesitate to contact the Council Pinewood Derby Chairman for clarification.

#### Rule Goals

- The rules should promote maximum involvement by the Scout.
- The rules should provide a fair and level playing field.
- The rules should allow for creativity in engineering and design.
- The rules should (attempt to) prohibit techniques that are beyond the skill level of an average Scout.
- The rules should (attempt to) dissuade the use of aftermarket bodies, wheels and axles.
- The rules should be usable at the Pack and District level.
- The rules should be easy to understand.
- The rules should be easy to enforce.

#### Race Day Inspection Tips

- To ensure fairness, always use the same scale for all cars.
- Always re-zero (tare) the scale before each car. If not, graphite buildup on the scale will affect car weights.
- During inspections it is best to weigh the car first before checking dimensions, wheels and other areas; since Scouts will often need to make final weight adjustments.
- Any time a car is touched by a Scout or Akela, it should always be brought back to the scale to be re-weighed and re-inspected.
- Once the car has passed inspection, it cannot be touched or handled by the Scout or Akela.
- Due to variations in tracks, the rules provide a recommended clearance of 3/8 inch, however, most tracks allow for lower clearances with no problems. Cars that do not pass the 3/8 inch clearance guideline should be physically checked on the track curve.

#### Wheel Types

BSA, and now Revell, has introduced several different wheel types and colors in recent years. All of these wheels are legal for race use. At check-in you should ensure that the car's wheels have "Official BSA" written on the inside of the wheel. You should also attempt to ensure that the wheels have not been illegally cut down or lightened in any way. The most common method for doing this is removing material from the inside of the wheel tread, making it thinner. It is a good idea to have an unmodified wheel at the inspection table to use for side-by-side comparisons. When examined next to a stock wheel, the modifications are usually easy to spot.

## North Florida Council Pinewood Derby Rules 2012

**Attendance:** Only the Cub Scout may enter his car. This means that the Cub Scout must be present to enter his car into competition. An entry by "proxy" will only be allowed for special circumstances. Check with the Derby Chairman for exceptions.

**Attire and Appearance:** Scouts should wear full field uniforms (Class A uniforms).

**New Work:** The car must be newly built for the current Scouting year. You may not enter a car from prior years.

**Car Kits:** The car body, wheels and axles must be from an official BSA Pinewood Derby kit. This includes colored wheels and kits sold by Revell® Inc. under license by the Boy Scouts of America. If you purchase bodies, wheels or axles from non-BSA sources, you must ensure that the parts originated from an official BSA kit.

**Weight:** The car's weight must be 5 ounces or less. Due to varying types of scales, this may be 5.0 or 5.00; and not every scale will be calibrated exactly the same. The official race-day scale is final.

### Dimensions

- The maximum length of the car must not exceed 7 inches.
- The maximum overall width of the car including wheels and axles must not exceed 2-3/4 inches.
- The maximum height of the car must not exceed 4 inches.
- The minimum width between wheels must be 1-3/4 inches.
- Recommended clearance between the bottom of the car and the track is 3/8 inch. If the clearance is less than 3/8 inch, the car will be checked on the track to verify that it does not contact the track surface.

**Power:** Cars must be gravity powered only. No power-assist devices such as rubber bands, springs or magnets are allowed

**Wheels/Axle Placement:** The car must roll on the wheels and axles from the kit. The wheels must be attached directly to the axle and spin freely. Use of the axle slots is not required. You may drill holes to attach the axles and you may extend the stock wheelbase. There must be at least four wheels on the car, however, it is not required that all four wheels make contact with the track.

**Wheels/Axle Modifications:** You may modify the axles. **You may not modify the size, shape, dimensions or weight of the wheels in any way.** You may paint, polish or rub graphite on any part of the wheel. No additional items may be added to the wheels or axles such as washers, springs, bearings, sleeves, bushings, o-rings, etc.

**Lubrication:** Graphite lubrication is recommended. Other lubricants are allowed, but should be dry at the time of inspection: they cannot leak or foul the track.

**Staging:** The car nose must not be pointed or forked. No part of the car can protrude past the starting pin.

**Weight & Decorations:** All weights, decorations, stickers, paint etc. must be securely attached to the car and must be non-moving.

**Inspection:** The inspection judges are responsible to evaluate each car's adherence to the technical standards. Once a car has passed inspection, it will be impounded for the duration of the race. No further handling by non-race officials is allowed. The fact that a car passed inspection at the Pack or District competition does not guarantee that it will pass for the Council competition. Any car, at any time, up to and including the awards ceremony, may be subject to additional inspections. The judges' decisions may be appealed to the Derby Chairman who will render a final, binding decision.

## Frequently Asked Questions

- What are the key differences in this year's rules?
  - For the most part, the 2012 rules are simply a clearer, easier to understand, version of the rules used for the last several years. The key difference is the wheel rule: the new BSA wheel mold introduced several years ago has no mold mark on the tread and is much more round and in balance than previous years. To reduce ambiguity and provide a level playing field, no changes are allowed to the size, shape or weight of the wheels.
- Can I use colored wheels?
  - Yes, as long as they are official BSA wheels that have not been modified.
- Do the wheels have to say "Made in USA" on them?
  - No. Some of the new BSA wheels made by Revell are stamped "Made in China".
- Can I use kits and parts made by Revell?
  - Yes, as long as it is labeled as an Official BSA licensed product.
- Can I use kits and parts made by PineCar?
- **You may not use** bodies, wheels or axles from PineCar since they are not from an official BSA kit. **You may use** tools, weights, paint, stickers and other decorations made by PineCar.
- What happens if the inspector says my car is illegal?
  - You will be given a chance to modify the car and/or change parts as needed. You may wish to bring tools, parts, weights, glue etc. on race day.
- How many times will my car race? Is there a separate finals race? Are the cars ranked by points or by time? Are there awards for best design?
  - Due to variations in Derby tracks, software and Pack procedures, these details are at the discretion of each Pack and District.