Pack 828
Pinewood Derby Car Specifications

December 16, 2009

1. All cars entered shall be constructed from the **Official Grand Prix Pinewood Derby Kit** (Item #17006) as sold by the Scout Service Center.

2. Only new cars may be entered in the competition. Construction of entries must have begun after November 1st 2009. The car must predominately be built by the Scout with assistance from an Akela.

3. The width of the car shall not exceed 2 3/4 inches. The height shall not exceed 5 inches, and the length of the car shall not exceed 7 inches as determined by the official gages during race day inspection. The wheel base (distance between front and rear axles) may be changed. (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 racetrack. Adequate clearance is the responsibility of the race car builder.)

4. The weight of the car shall not exceed 5 ounces as determined on the official scales during inspection.

5. Axles, wheels, and body used for the car must be those provided in the kit.

6. The wheels may not be cut, drilled, beveled or rounded. You may remove the seam from the wheels, any non-uniformity or manufacturing defect. Polishing is allowed if it does not alter the shape of the wheel. The wheels may not be otherwise altered from their original shape. The words “Official B.S.A. Made in U.S.A.” and other lettering on the wheels shall remain intact and clearly visible to the inspector. No wheelcovers (hubcaps) are permitted. No coatings (other than dry graphite) may be applied to any part of the wheel.

7. Dry graphite is the only lubricant permitted. Regular oils and silicone sprays may soften the plastic wheels.

8. Mercury shall not be used. It is a health hazard. Avoid the use of lead.

9. Bearings, washers, inserts, sleeves, and bushings are prohibited on the wheels and axles.

10. The car shall not ride on any kind or type of springs.

11. Any details added must be within length, width, and weight limits.

12. The car must be powered by gravity only. 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.)

13. No loose materials of any kind (such as lead shot) are allowed in the car.

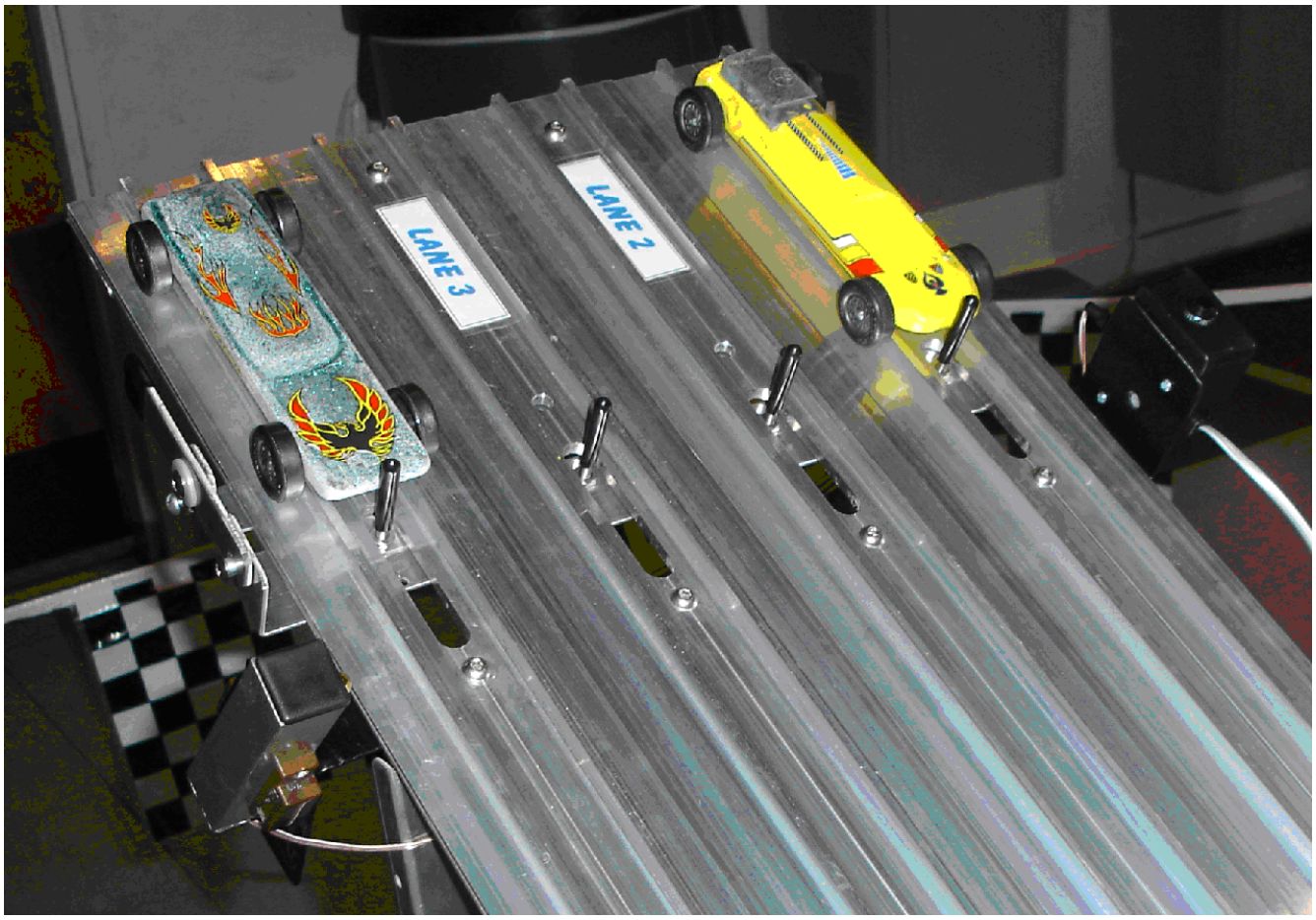
14. Cars with wet paint or wet glue will not be accepted.

15. The den leaders will give each scout a unique number to put on his car. This number should be painted or drawn on the top surface of the car so that it can be easily read when looking

down on the car. If the number can be misread when inverted, be sure to draw a line beneath the number. This will prevent a mix-up between car number 19 and car 61.

16. 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, but not by "sticky substances", e.g. tape, or tack spray. Weights shall be passive, i.e. non-moveable, non-magnetic, non-electric, non-sticky, etc.

17. The entire car must stage behind the starting pin as shown below. The front of the car should be designed to rest against the starting pin. An odd-shaped nose could make proper alignment difficult or impossible.



18. Except for the wheels, the car may have no moving parts.

19. Each car must pass inspection by the official inspection committee before it will be allowed to compete. If, at registration., a car does not pass inspection, the owner will be informed of the reason for failure, and will be given time within the official weigh-in time period to make the adjustment. After final approval, cars will not be re-inspected unless the car is damaged in handling or in a race. The inspection judges at race-day are responsible to evaluate each car's adherence to the technical standards.