

2009 Great Coastal Nation Pinewood Derby

Hosted by the Sioux

Pinewood Derby Rules

Check-In

Due to the software timing program there can be no early or late registrations-there are no exceptions. Each tribe member must register their own car. If you have kids in 2 different grades, they must be registered at separate times. We only have the facility for an allotted time. If we run longer, we are paying for the use of the facility.

Technical Standards

The inspection judges at race-day check-in are responsible to evaluate each car's adherence to the technical standards. Their decision may be appealed to the Track Chairman, who, after consultation with the inspection Team, the Brave, and the parent/assistant, shall render a final, binding decision.

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 supplied by the Y.M.C.A. Materials from the kit may be supplemented but not replaced.

T-2. Weight: Race cars may weigh no more than six (6) ounces (total weight) as determined on the official scales during race day check-in.

T-3. Wheels and Axles: The car shall roll on the wheels from the kit. The wheels shall turn about the axle screws from the kit. The axle screws shall be firmly affixed to the wood of the car body. It must be obvious to the judges that the wheels and the screws from the kit are being used.

T-4. Size: Race cars may be no longer than 7 1/2 (7.5) inches, nor wider than 2 3/4 (2.75) inches, nor taller than 5 inches, as determined by the officials during race day check-in. (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.)

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. Weights shall be passive, i.e. nonmoveable, non-magnetic, non-electric, non-sticky, etc.

T-6. Wheels: Wheel treatment (hub and tread smoothing and polishing) may not result in substantial removal of mass nor in reducing the tread (track contact) width from the original kit wheels. Some of the original "tread marks" on the wheel face must be intact, i.e. apparent to the inspector.

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: Lubricants may not foul the track. Do not put lubricants on your wheels inside the auditorium as they are harsh to finish of the auditorium floor.

Conduct of the Races

Track officials are responsible for the proper conduct of the races. Decisions of track officials on questions of rules interpretations and procedure may be appealed to the Track Chairman. Decisions of track officials on questions of fact may not be appealed beyond the Track Chairman.

C-1. Inspection Gages: The same 6 oz. scale will be used on all cars. Please stress this fact to all participants. They should be prepared to make adjustments to their cars if necessary.

C-2. Impounding: Once the car has been inspected and weighed, the Brave will place the car on the table provided, and must not lubricate or otherwise improve that car between or during the race.

C-3. Car Handling Responsibility: Official Track Workers (authorized Pit Crew) shall be responsible to stage all cars at the starting line, to retrieve the cars at the finish line (after the race has been called) and return the cars to the pit after their heat is finished.

C-4. Lane Assignment: shall be determined by the Track Officials.

C-5. Car Repair: If, during the race, a wheel falls off or the car becomes otherwise damaged, then the Brave /Dad may, to the best of their ability, perform repairs. They may seek advice for repairing the car, but may receive no other assistance. If a car is damaged due to track fault or due to fault of another car or participant, then the Track Chairman, at his sole discretion, may allow additional repair assistance.

C-6. Car Interference: If, during a race heat, a car leaves its lane and, in so doing, interferes with another racer, then the car at fault shall be declared to have lost the race heat. (However, see C-9.)

C-7. 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. (However, see C-9.)

C-8. 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. (However, see C-9.)

C-9. Track Fault: If a car leaves its lane, at his sole discretion, the Track Chairman may inspect the track and, if a track fault is found which probably caused the initial violation, the Track Chairman may order the race heat to be rerun after the track is repaired.

C-10. No Finishers: If, during a race heat, no 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-11. Appeals: The Brave /Dad must make all questions of rules interpretations, procedure and fact to the track officials promptly. A station will be designated for this purpose.