

2010 Great Coastal Nation Pinewood Derby Pinewood Derby Rules

Check-In / Technical Standards

Inspection judges will ensure that each car adheres to the technical standards. Their decision may be appealed to the Track Chairman who shall render a final, binding decision. Only official race devices will be used to determine that the cars comply with the technical standards.

1. Registration. There can be no early or late registrations. (We do not have the space to store early registered vehicles, and we only have the facility for an allotted time, and cannot delay the races for late registered vehicles.)
2. Each brave must register his own car.
3. Materials. Cars shall be constructed from the parts contained in the Official Grand Prix Pinewood Derby Kit as supplied by the Nation. All of the parts from the Kit must be used, with the exception of the lead weight. Additional materials may be used for decoration, lubrication and weight, but only the official Kit wheels, axle dowels and axle screws may be used. No cars raced in previous years may be raced in the 2010 race.
4. Weight. Race cars may weigh no more than six (6) ounces, total weight, as determined on the official scales during race day check-in. Lead weights may be added to the car, but will be considered part of the car for purposes of all measurements.
5. Wheels and Axles. The cars must roll on the wheels supplied in the Kit. The wheels must turn about the axle screws supplied in the Kit. The axle screws must be firmly affixed to wood dowel axles. It must be obvious to the judges that the wheels and the screws from the Kit are being used.
6. Size. Cars must be no longer than seven and one-half (7.5) inches, nor wider than two and three-quarters (2.75) inches, nor taller than five (5) inches, as determined by the officials during race day check-in. Underside clearance of at least three eighths (0.375) inches and inside wheel to wheel clearance of at least one and three quarters (1.75) inches is recommended, so that the cars will run smoothly on the racetrack.
7. Wheels. Wheel treatment, including but not limited to hub and tread smoothing and polishing, may not result in substantial removal of mass or in reducing the tread (track contact) width. Some of the original tread on the wheel face must be intact and apparent to the inspectors.
8. Unacceptable Construction. The following may NOT be used in conjunction with the wheels or axles: hubcaps, washers, inserts, sleeves, bearings.
9. 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.)
10. Lubricants. Lubricants may be used, but must be applied in a manner that will not foul the track. Lubricant may not be applied inside the race venue. (Lubricants may damage the floor.)

Conduct of the Race

Race judges will ensure the proper conduct of the races. Decisions of race judges may be appealed to the Track Chairman who shall render a final, binding decision.

1. Impound. Once the cars are inspected and weighed they will be impounded for the race, and the braves will have no further access to the cars until after the race is complete.
2. Car Handling. Only track officials will handle the cars after impound.
3. Lane Assignment. Lane assignments shall be randomly determined by the scoring software.
4. Car Repair. If, during the race, a wheel falls off or a car becomes otherwise damaged and unable to race, the brave or dad may, to the best of their ability, perform repairs so that the car can continue to race. 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.
5. Car Interference. If, during a race heat, a car leaves its lane and interferes with another car, the car at fault shall be declared to have lost the race heat. Because the scoring system requires that a car finish each heat in each lane, the race staff will manually push the car through the finish line in the correct lane after the other cars have finished.
6. Car Leaves Track. If, during a race heat, a car leaves the track without interfering with its opponent, it shall be declared to have lost the race heat. Because the scoring system requires that a car finish each heat in each lane, the race staff will manually push the car through the finish line in the correct lane after the other cars have finished.
7. Rerunning race heats will be strenuously discouraged because of time limitations. In the rare situation that the Track Chairman determines that a car has left its lane or the track as a result of a track fault, the Track Chairman may, in his sole discretion, order the race heat to be rerun after the track is repaired.
8. Appeals. If a brave or dad believes the track officials have made an error in rules interpretations, procedure or scoring, the error must be raised directly to the track officials immediately. Once a new heat has started, a prior heat cannot and will not be rerun.