

World Championship Pinewood Derby **Official Competition Rules for 2019**

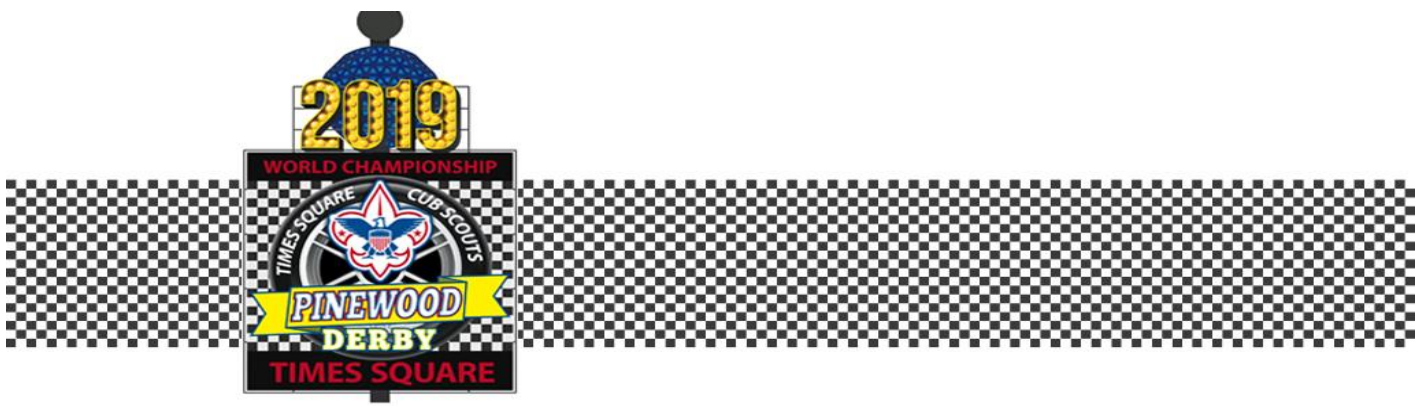
The Greater New York Councils (GNYC) is honored to have you participate in the Fifth Annual World Championship Pinewood Derby. The Pinewood Derby has been a part of the Cub Scout Program since 1953. As its popularity has grown over the last 66 years, the Pinewood Derby has evolved and different Councils have adopted different rules for competition. To ensure that this event is truly representative of all Cub Scouts and allows all qualifying Scouts to compete on an equal racing field, there are two Racing Classes: Stock and Pro Stock.

Participation Qualification:

Competition in the World Championship Pinewood Derby is open to all 2019 Cub Scout Pinewood Derby Finalists. Finalists are male or female Cub Scouts that finished either 1st, 2nd or 3rd place in their respective rank (Lion, Tiger, Wolf, Bear, Webelos I, Webelos II) within their local District or Council Championship Race.

The youth must be a registered Cub Scout at some point since January 1st, 2019. Scouts that began the calendar year as a Webelos Scout and have since transitioned to a Troop are eligible to compete.

Note that the World Championship Pinewood Derby also incorporates the GNYC Council Championship Pinewood Derby in Stock Class races. To compete in the GNYC Council Race, a car must meet Stock Class specifications and pass the associated inspection.



Check-in:

Each car entered in a championship race must pass inspection by the World Championship Inspection Committee on race day. A Basic Inspection will be performed on all cars and determine a car's eligibility to competitively race in the World Pinewood Derby. Cars that do not meet Basic car specifications will be allowed to race on the non-competition Exhibition Track only.

After successfully passing Basic Inspection, the car will be inspected for conformity to Stock Class specifications. If the car passes the Stock Class Inspection, it will be labelled and entered into a Stock Class race round. The racer will be called to the Check-In table and provided car and race number information.

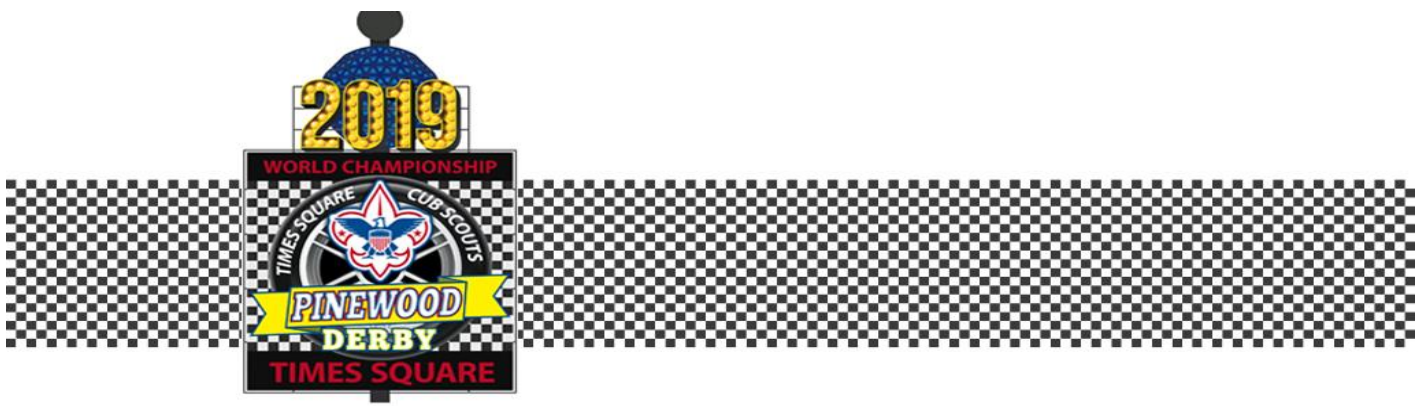
If the car does not pass for Stock Class racing, it will be inspected for Pro Stock Class specifications. If the car does not pass for Pro Stock Class, the racer will be called to the Check-In table to discuss options. The racer can choose to move to the non-competitive Exhibition Track or remediate the non-passing portions of the car for Stock or Pro Stock Class racing. If remediation is chosen and performed by the race, the car will be fully re-inspected through Basic, Stock, and optionally Pro Stock Classes. A Reinspection Lane will be available for quick access into the Inspection queue.

For purposes of this document, an Inspection Cycle is defined as a car's progression through Basic, Stock, and optionally Pro Stock inspections. To insure reasonable event flow, a car will be allowed only 3 inspection cycles in succession; the first initial inspection and then two re-inspections. If further modifications are desired by the racer, the Reinspection Lane will not be available and the racer will return to the end of the registration process and wait for all other participants to check in. This can be repeated as many times as desired by the racer.

Officials have the right to disqualify any car, racer, or racing team that does not meet all of the stated rules and specifications, or displays un-scouting like conduct. A Scout is Trustworthy, Loyal, Helpful, Friendly, Courteous, Kind, Obedient, Cheerful, Thrifty, Brave, Clean, and Reverent. The Official's decision is final.

After a car has passed inspection, it will be placed in a series of designated staging locations. It will remain in the possession of the World Pinewood Derby Staff until all races have been completed, results have been tallied, and design judging finalized. Check-in/Check-out Staff will be kept informed of potential speed or design trophy contenders, and only Race Officials will handle the car until the final Award Ceremony has been completed. This process is typically 30 – 45 minutes after a racing round, but can be extended depending on circumstances.

Note that questions regarding car specs and rules can be directed to the World Pinewood Derby Staff up to 2 weeks prior to the race date. Due to the extensive preparation and execution of this national event, questions submitted within the 14 calendar days prior to the race via email, phone, text, social media, semaphore, Morse code, smoke signals, or any other medium cannot be addressed. Questions or issues submitted without response from the World Pinewood Derby Staff does not constitute acceptance, compliance, or assent with the request.

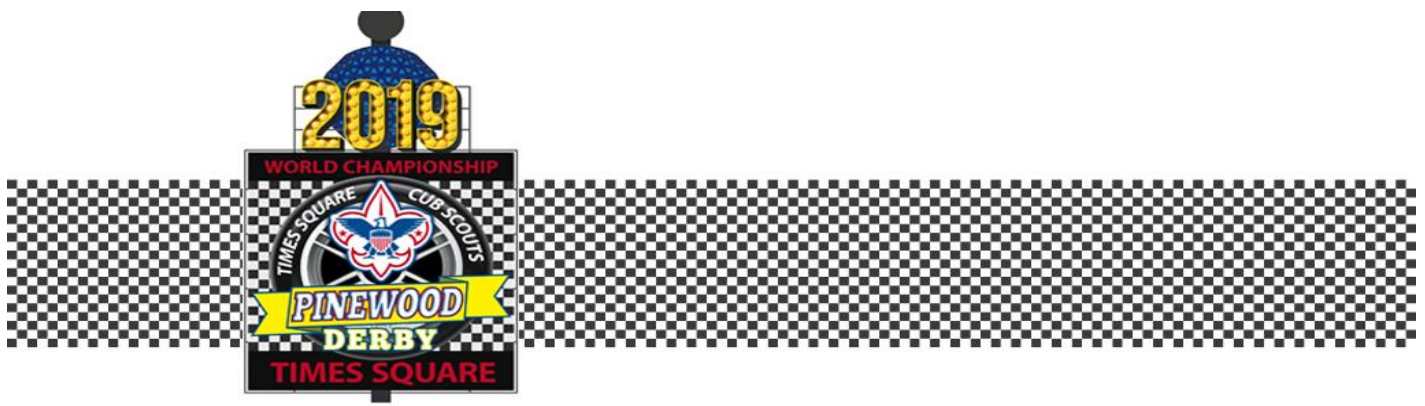


Basic Car Specifications:

These specs apply to both Stock Class and Pro Stock Class

Dimensions and weights:

- Cars must have been built during the 2018 Pinewood Derby racing season (September 2018 through June 2019) using an Official BSA Pinewood Derby Kit or official BSA components purchased through an authorized BSA retailer such as a Scout Shop. Non-official BSA parts sold by an official BSA retailer are prohibited. Aftermarket car kits, non BSA precut kits, or cars purchased whole or in part from another racer, company, internet entity, or other are prohibited. Cars must be constructed by the racer and an adult, Scouts honor.
- Width, including wheels, axles, and any fenders or cosmetics, must not exceed 2¾ inches (6.99cm).
- Length shall not exceed 7 inches (17.78cm). If fenders are present, they can not extend beyond the front or rear car body.
- Weight shall not exceed 5.0 ounces (141.75 grams) measured on a scale accurate to 1/10th of an ounce. Overweight cars must be reduced to running weight (or below) before they can be entered. The official race scales shall be considered final.
- Cars must clear the center rail of the track, which is 1 5/8 inches wide by ¼ inch tall along the entire length of the car. Minimum clearance between the entire bottom of the car and the bottom of the wheels shall be 3/8 of an inch.
- No part of the car may protrude beyond the track start gate starting pin. The front edge of the car must not be more than 1 inch above the track surface and be at least 1/2 inch wide at the center of the car.
- Any details added must be within length, width, and weight limits.
- All cars must have a wheel base no less than 4 inches (101.6 mm), with the two rear wheels being positioned directly across the body from one another and the two front wheels being positioned directly across the body from one another. Wheels cannot extend beyond the front or rear of the car body proper. The car body proper is defined as the contiguous wood body itself and excludes attached wood parts, accessories of any material, or decorations. As an example, a bumper shaped from the original wood block that has not been dissected from the block and reattached is part of the car proper. A bumper that was cut away from the block and reattached is not part of the car proper.
- No part of the car or any attachment to the car may be capable of coming into contact with the track other than the wheels.

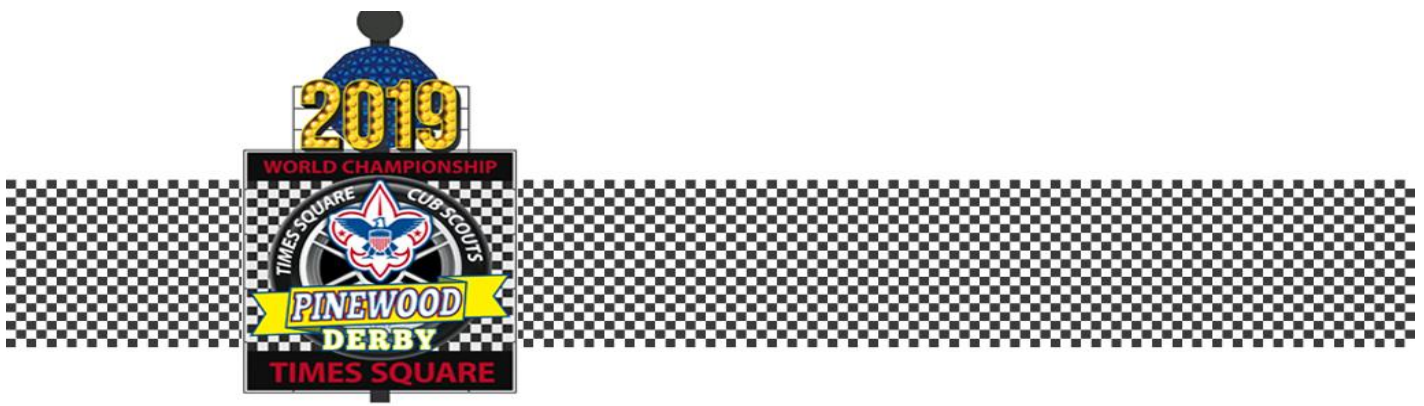


Examples of Prohibited Items which CANNOT be used:

- Any type of magnets, springs, washers, bearings, bushings, nylon shims, axle guards, wheel weights, wheel well weights, inner wheel air dams (also known as air deflectors or air shields), inner or outer wheel covers – clear or otherwise, or any item internal or external to a factory BSA wheel, moving weights, liquid lubricants actively wet or dried, or suspension systems of any type.
- Any item not included in an official BSA Pinewood Derby Car Kit or not purchased through an authorized BSA retailer, except cosmetic items or fenders. Aftermarket axles are not permitted.
- Starting devices, finish line devices, propellants, or propulsion systems.
- Wet paint, sticky substances.
- Glass, excessively fragile parts.
- Electronic or lighting devices (if lights are on the car, they must be turned off).
- Bearings or solid one-piece rod style axles.
- Aftermarket purchased axles.
- Axles and wheels attached to any device that mechanically alters rotation or spin.
- Loose objects on or in the car. All weight must be securely fastened or embedded in or on the car.

Wheels and Axles:

- Use of only Official BSA Wheels from an authorized BSA retailer; colored wheels are permitted.
 - Only official BSA wheels from an authorized BSA retailer can be used. Note, wheels with the letters BSA and China or any other indication other than a standard BSA wheel from a BSA authorized retailer is not permitted.
 - All lettering and numbering, both inside and outside, must remain complete and unaltered from factory diecasting, and be completely visible with no obstruction of any kind. No wheel covers of any type or any name, inside or outside, may be used.
 - The fluting and other BSA markings on the outside wheel area must remain visible and unaltered.
 - Outer wheel surface (tread area only) may be LIGHTLY sanded, shaved, or polished to remove minor surface imperfections, mold casting burrs, and correct off center wheel bores; but total wheel diameter may not be reduced below 1.170 inches (29.72mm). Outer wheel surface must not be reshaped or have the contour changed in any way in an attempt to minimize tread contact or alter aerodynamics. Wheels with ANY flex to the tread or sidewall when squeezed or twisted in inspection will not pass. Lathing outer wheel tread is allowed within the confines of the above specs.
 - Tread surface must be flat and parallel to the wheel bore and have a thickness of 0.036

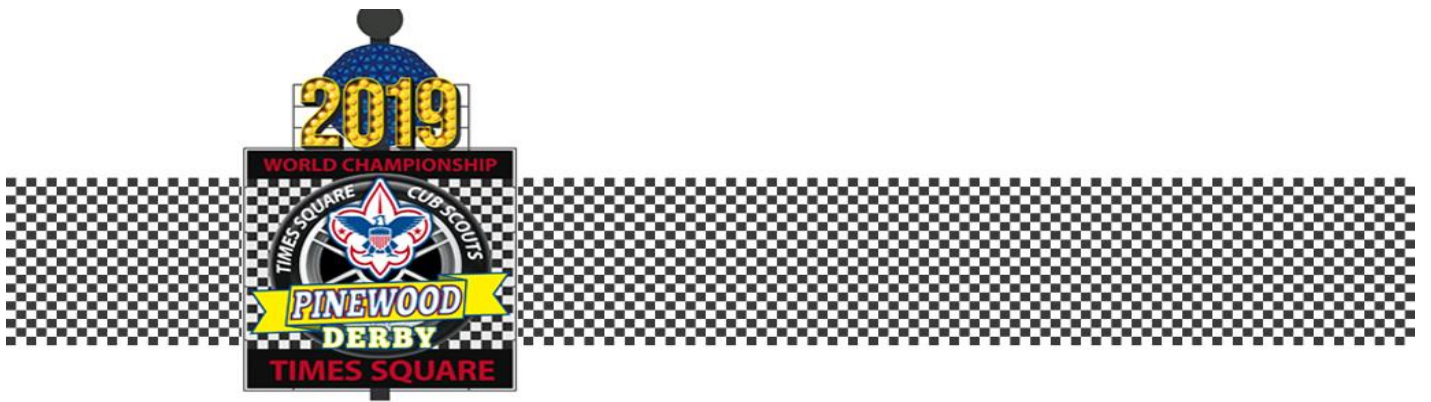


inches consistently across the tread.

- Wheels may not be reversed (hub facing away from the car body) and must be mounted in standard position.
- Coning the hubs and truing the inside tread edge is allowed, as long as overall wheel width is not reduced below 0.36 inches (9.14 mm). Removal of outer hub step down is only allowed in Pro Stock Class.
- NO MATERIAL may be removed from the inside wheel tread, sidewall, hub surfaces.
- Minimum outside diameter of wheel must be equal to or greater than 1.170 inch (29.72mm), and must maintain the ridges on the outer edge.
- Inspectors reserve the right to measure the wheel with calipers to verify dimensional compliance with official wheel size restrictions. If graphite is not present or oil is suspected, graphite will be applied to all wheels.
- The weight of the wheel shall not be increased or decreased. No material such as glue, fingernail polish, or tape, may be added to the inside of the wheel increasing its weight.
- Wheel Bore treatment is allowed including polishing and/or tapping. Wheel bores may not be filled and re-drilled to alter bore diameter or to achieve better fit with the axle (no material may be added to the wheels).
- Axles may be canted for alignment purposes.
- Axles may not be bent.
- If axles are suspect, the racer will be asked to pull them for inspection and that racer will be responsible to re-install them.

Please note: There are after-market modified wheels available that have been LIGHTENED. This is usually done by turning the wheels on a lathe and removing material from the inside of the wheel. These wheels are NOT allowed and can be EASILY RECOGNIZED at inspection. Cars with third party manufactured or modified wheels will not be permitted to race.

Wheels determined by the Inspectors to be out of compliance must be replaced to compete. Official BSA wheels will be available. Wheels from non BSA retailers such as Michaels, Hobby Lobby, etc. are not permitted.



The following diagram offers wheel measurements and examples of disqualifying wheel modifications.

CLARIFICATION OF DISQUALIFYING / ALTERED WHEELS

No alteration, narrowing, lathe cutting, or re-shaping of wheels (inside or outside) is allowed!!!!

<p>PASS STANDARD WHEEL</p>	<p>FAIL</p> <p>ROUNDED WHEEL</p>	<p>FAIL</p> <p>"V" WHEEL</p>	<p>FAIL</p> <p>CUPPED WHEEL</p>	<p>FAIL</p> <p>REDUCED DIAMETER</p>	
<p>FAIL</p> <p>"H" WHEEL</p>	<p>FAIL</p> <p>RIBBED WHEEL</p>	<p>FAIL</p> <p>SPEED WHEEL</p>	<p>FAIL</p> <p>SLANTED OUT</p>	<p>FAIL</p> <p>SLANTED IN</p>	<p>FAIL</p> <p>KNIFE EDGE</p>

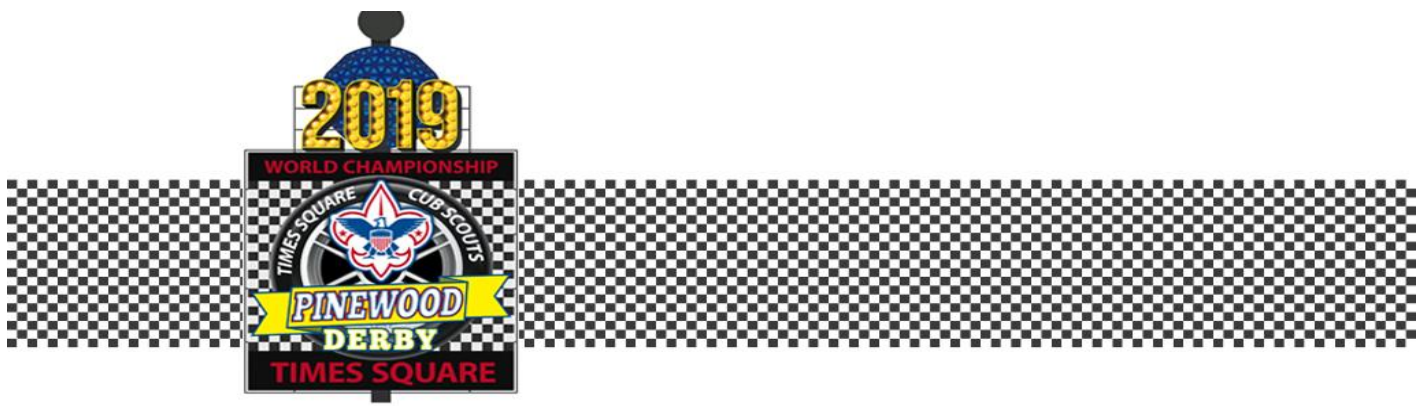
NO LIGHTENING OF THE WHEEL IS ALLOWED

LIGHT SANDING OF WHEEL TREAD TO REMOVE IRREGULARITIES IS PERMISSIBLE. WHEEL TREAD MUST BE FLAT!

MINIMUM WHEEL DIAMETER ALLOWABLE IS 1.170 INCHES.
MINIMUM WHEEL WEIGHT OF EACH WHEEL IS 2.45 GRAMS.

As a point of reference, below is an image of Official BSA wheels and axles purchased at an official BSA retailer.

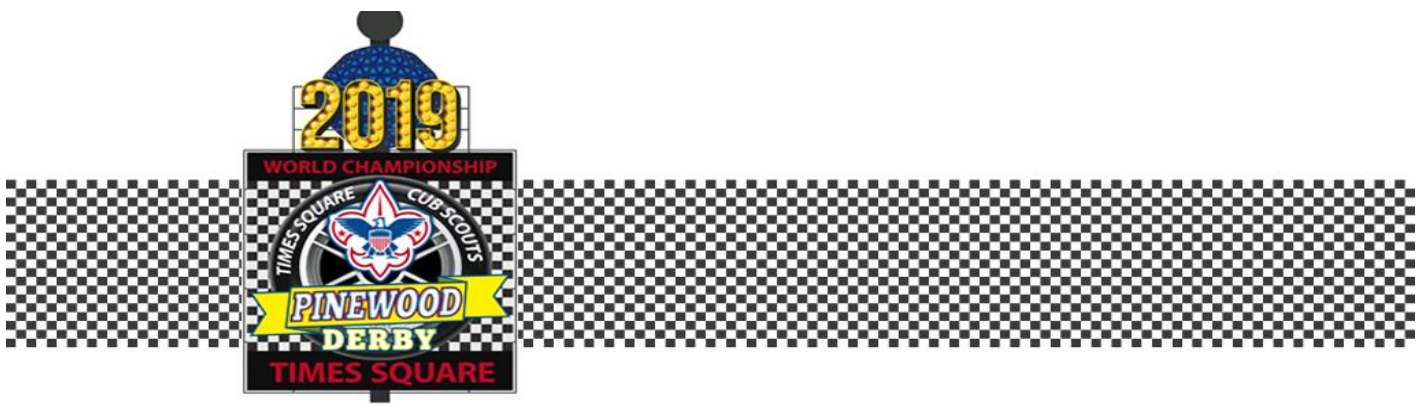




STOCK CAR CLASS: Wheels, Axles and Suspension:

These specs are in addition to Basic Car Specifications:

- All Basic Car Inspection rules and specifications apply.
- The Stock Car Division is intended to maintain a level of competition of which most boys are capable of achieving with minimal adult intervention. This division is the essence of the Pinewood Derby and in the sense of fair play we've kept the rules simple. Any car that passes the basic qualifications above but doesn't pass the Stock Car rules will be subject to Pro Stock inspection.
- Only official BSA Pinewood Derby Kit wheels, or official BSA wheels purchased from an authorized BSA retailer, and BSA axles may be used. Wheels may be lightly sanded to remove any mold projection (also known as flash). This very light sanding is the ONLY wheel modification allowed. All markings must be intact on the inside and the outside of wheel. Colored BSA wheels are permitted.
- All 4 wheels must be in contact with the track at all times. The wheel tread does not have to be flat on the track.
- BSA axles may be polished, deburred and dry lubricated but must be left otherwise untouched – period. No lubricating oil or liquid lubricant of any kind may be used.
- Inspectors will visually inspect and use magnets to ensure BSA factory axles are present.
- Factory axle slots must be used and visible, with the factory standard 4 & 3/8 inch wheelbase. Axles are positioned 1 inch from one end (usually the front bumper), and 1 & 5/8 inches from the other (usually the rear bumper). Slots may be trued or straightened. Axels cannot be drilled into the car body proper with the exception of into the factory slot. A factory slot may be filled with wood putty or other material and drilled only for axle placement.
- The tip of the nail axle must be visible to allow inspectors to verify nail axles are being used.



PRO STOCK CLASS: Wheels, Axles and Suspension

These specs are in addition to Basic Car Specifications:

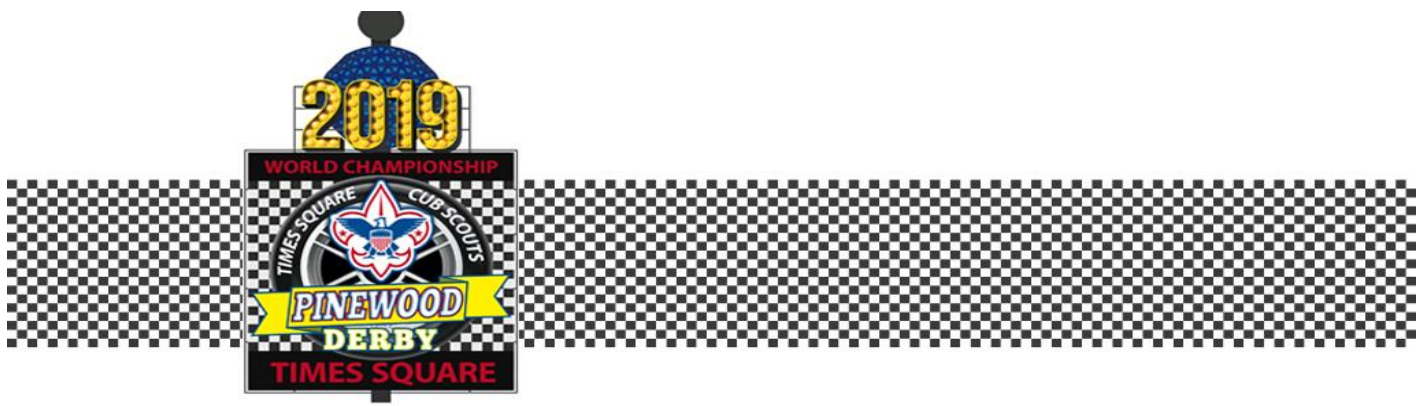
All Basic Car Inspection rules and specifications apply and need to be met for Pro Stock Class racing.

Wheels:

- Axle holes may be drilled into the car body proper as long as all other Basic specs are met.
- Coning the hubs, truing the inside edge of the wheel tread as long as overall wheel width is not reduced below 0.36 inches (9.14 mm) and removing the outer hub step down is allowed (only in Pro Stock Class).
- Wheel Bore treatment is allowed including polishing, sanding and / or tapping, however wheel bores may not be filled and re-drilled.
- There must be at least four wheels on the car, however it is required that three wheels make contact with the track surface – one wheel may be lifted from the track surface. However, no more than a 45 degree angle from the perpendicular side of the car.
 - All wheels must be mounted on an axle, on the outside of the car, on the side of the car opposite of the relative other wheel.
 - Each wheel must be attached by an axle.
 - Non-Dominant / Lifted wheels must meet Basic Inspection wheel specifications
- No part of the wheel can extend beyond the front or rear of the car body proper.

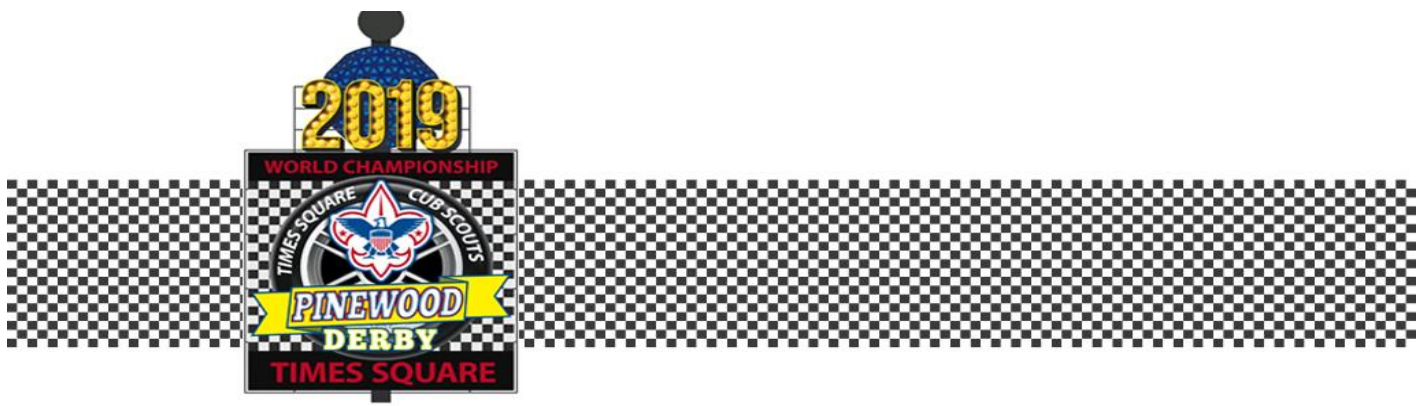
Axles:

- Four separate nail type axles are to be used. The World Derby Inspection Team will determine axles are in compliance as being official BSA axles acquired from an official BSA retailer.
- Modifications to the Axles are allowed that include straightening, sanding, polishing, canting, grooving, beveling and tapering of axle head as long as the Diameter of the Axle is not reduced. The Diameter may not be less than 0.084 inches (2.13mm).
- Axles can be mounted by drilling axle holes or inserted into the factory or custom slots on car.
- Graphite is the only lubricant allowed at the World Championship Pinewood Derby.
- Axle visibility holes are not required.



Race Operations and Miscellaneous Rules:

- If a car suffers a mechanical problem during a race (i.e loses an axle, breaks a wheel, etc...), the participant and/or a designated adult will have up to three minutes to fix the car. The race will NOT be rerun, nor can ongoing races be delayed.
- If a car leaves the track during a race, the race will be rerun. If the same car leaves the track a second time during, the car will be judged "last place" in that race.
- If a car leaves its lane, Race Officials, at their discretion, may inspect the track and, if a track fault is found which may have caused the initial violation, the Race Officials, at their discretion, may order the race to be rerun after the track is repaired.
- In the event of Starter interference, the race will be re-staged and rerun.
- The track's electronic timers will record finishing place for all cars in each race. In the event of technical difficulties, the Finish Line Judges will determine the order of finish.
- In the event of a mid-race timer failure, the Official Race Committee will determine the best approach to racing based on the circumstances. All decisions of the Official Race Committee are final.
- Only Track Officials will be permitted in the track area.
- Track Officials are responsible for the proper conduct of the races. Good sportsmanship and behavior is expected for all attendees. Race Officials may ask anyone not following this rule to leave.
- Please make note that all decisions of the Official Race Committee are final.



Race Methodology:

Regular Racing

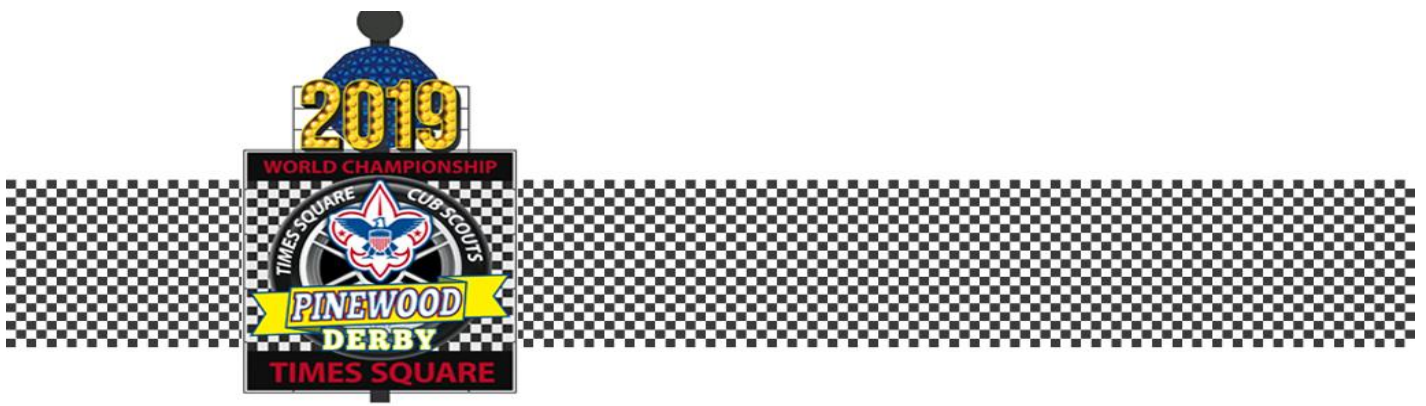
- Each car will race once in each lane (8 times). Each race is timed with electronic equipment. In the event the equipment fails, the heat(s) will be re-run.
- The slowest heat time will be dropped and the accumulation of the remaining times will determine the standings for each racer.
- Racing Rounds for Stock and Pro-Stock Series will be created based on attendance, check-in and inspection order, and other event and logistic factors.
- At the conclusion of a Round, that Round's standings will be displayed. Multiple Rounds in a Racing Series (Stock or Pro-Stock) may be required to accommodate all entrants.
- At the conclusion of regular racing, data from all rounds will be combined, keeping Stock and Pro-Stock Series separate.

Determining Regular Racing Winners

- In the Stock Car Series, the top 3 fastest cars from each Rank will be crowned the winners and receive trophies. This will be the 1st, 2nd, and 3rd place Lions, Tigers, Wolfs, Bears, Webelos I's, & Webelos II's from the Stock Car Series.
- In the Pro-Stock Cars Series, the top 3 fastest cars from each Rank will be crowned the winners and receive trophies. This will be the 1st, 2nd, and 3rd place Lions, Tigers, Wolfs, Bears, Webelos I's, & Webelos II's from the Pro-Stock Series.

Winner's Cup Runoff – "Fast 15 Finale"

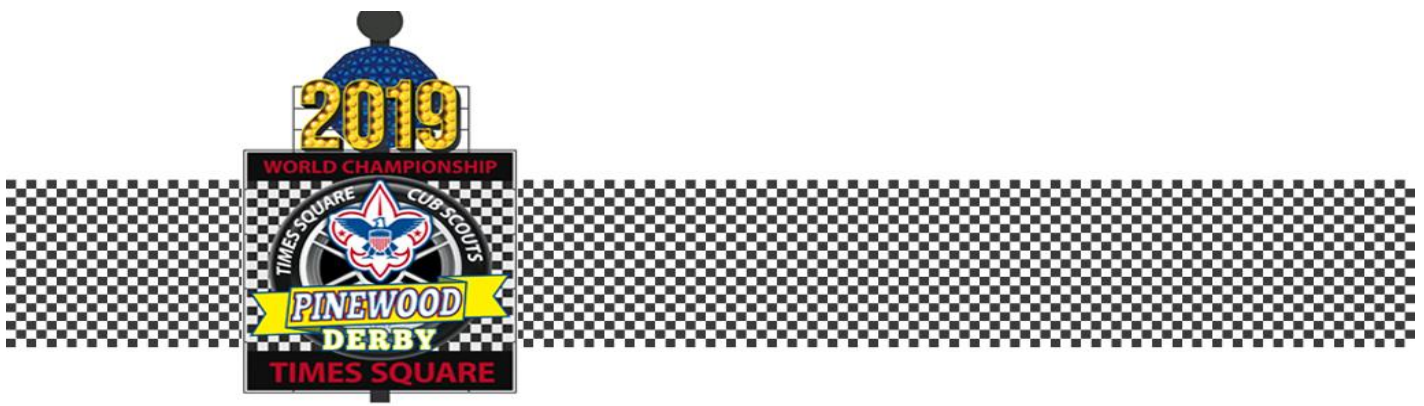
- In the Stock Car Series, the top 3 fastest cars from each Rank (Regular Race Winners, 1st, 2nd and 3rd place) will be sorted based on times of the day's races. The cars with the 15 fastest times, regardless of rank, will compete in the Fast 15 Champions Cup Runoff. This is an elimination race where all 15 cars race on one track to determine the top 8. The top 8 race to determine the top 4. The top 4 race one last time to get the fastest Stock car.
- In the Pro-Stock Cars Series, the top 3 fastest cars from each Rank (Regular Race Winners, 1st, 2nd and 3rd place) will be sorted based on times of the day's races. The cars with the 15 fastest times, regardless of rank, will compete in the Fast 15 Champions Cup runoff. This is an elimination race where all 15 cars race on one track to determine the top 8. The top 8 race to determine the top 4. The top 4 race one last time to get the fastest Pro-Stock car.



Trophy Ceremony

Trophies will be conferred at the conclusion of the Fast 15 Finale.

- GNYC Council Finals:
 - 1st – 3rd Lions
 - 1st – 3rd Tigers
 - 1st – 3rd Wolves
 - 1st – 3rd Bears
 - 1st – 3rd Webelos I
 - 1st – 3rd Webelos II
- Stock Car Race – World Champion Winners:
 - 1st – 3rd Lions
 - 1st – 3rd Tigers
 - 1st – 3rd Wolves
 - 1st – 3rd Bears
 - 1st – 3rd Webelos I
 - 1st – 3rd Webelos II
- Pro-Stock Car Race – World Champion Winners:
 - 1st – 3rd Lions
 - 1st – 3rd Tigers
 - 1st – 3rd Wolves
 - 1st – 3rd Bears
 - 1st – 3rd Webelos I
 - 1st – 3rd Webelos II



- Stock Car Champions Cup Runoff - Fastest 15 from Stock Car Race
Elimination race: This is an elimination race including the fastest 15 cars of the 18 Stock Car Division Champions. The 1st – 3rd place finishers of ranks Lions – Webelos II will be sorted based on time. The top 15, regardless of rank, will complete. The 15 cars race once to determine the top 8. Those 8 race once to determine the top 4. The top 4 race one last time to get the fastest car.
 - 1st Place Champions Cup – Stock Car Division
- Pro-Stock Car Champions Cup Runoff – Fastest 15 from Pro-Stock Car Race
Elimination race: This is an elimination race including the fastest 15 cars of the 18 Pro Stock Division Champions. The 1st – 3rd place finishers of ranks Lions – Webelos II will be sorted based on time. The top 15, regardless of rank, will compete. The 15 cars race once to determine the top 8. Those 8 race once to determine the top 4. The top 4 race one last time to get the fastest car.
 - 1st Place Champions Cup – Pro-Stock Car Division
- Design Awards:
 - Most Patriotic
 - Best Paint Job
 - Best Scout Theme
 - Most Creative
 - Most Realistic