COASTAL DISTRICT PINEWOOD DERBY RULES

Last Updated: August 2026

When in doubt, all decisions by the race commissioner are final.

Car Specifications:

1. All cars entered shall be constructed from the Official Grand Prix Pinewood Derby Kit as sold at an official Scout Store. (Kits from other suppliers such as hobby shops, craft stores or over the internet may not be used even if they are of the exact type specified herein). Materials from the kit may be supplemented but not replaced.
2. Width shall not exceed 2-3/4 (2.75) inches, as determined by the official gauges during race day inspection
3. Length shall not exceed 7 (7.0) inches, as determined by the official gauges during race day inspection
4. The car shall not be taller than 3 (3.0) inches, as determined by the official gauges during race day inspection.
5. Underside clearance of at least 3/8 (0.375) inches and inside wheel-to-wheel clearance of at least 1 ¾ (1.75) inches is recommended, so that the car will run on the racetrack. Adequate clearance is the responsibility of the race car builder.
6. The wheelbase (distance between the front and rear axles) may not be changed from the body kit distance of 4 ¼ (4.25) inches.
7. Weight shall not exceed 5.0 ounces as determined on the official scales during race day inspection. Weight may be added to the car and will be considered part of the car for purposes of all measurements. “Weight” is 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, nonmagnetic, non-electric, non-sticky, etc. Tungsten putty from the scout shop is also acceptable assuming it is fully cured.
8. Axles, wheels, and body shall be from the materials provided in the kit or licensed by Scouting America. 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.
9. The car shall roll on the wheels provided in the kit. The wheels shall turn about the axle nails from the kit. The axle nails shall be firmly affixed to the wood of the car body.
10. Wheel treatment (hub and tread smoothing and polishing) may not result in substantial removal of mass or in reducing the tread (track contact) width from the original kit wheels. Wheel tread surface must be cylindrical.
11. Beveling of the tread/wheel is not permitted and will result in the car being disqualified.
12. The following may NOT be used in conjunction with the wheels or axles: bushings, hubcaps, washers, inserts, sleeves, bearings, etc.
13. No lubricating oil may be used. Only graphite powder or the B.S.A. white lube T102/PTFE may be used to lubricate wheels. (Once the car is weighed in, it may NOT be relubricated)
14. The car shall not ride on any kind of spring.
15. The car must be freewheeling, with no starting devices. Use of spring-loaded mechanisms, explosives, or gas propulsion materials (such as, but not limited to, CO2 cartridges or rocket motors) is strictly prohibited in all races.
16. 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.)
17. No loose materials of any kind are allowed in the car.
18. The entire car must stage behind the starting pin. The starting pin is approximately 1”. Any car protruding beyond this starting pin will be disqualified.

Race day “Pit Lane”: Each car will be weighed and measured during check in. Additional weights may be added or removed as necessary, such that each car weighs less than 5.0 ounces. Weight may be removed at the Pit Lane by any means such as by removing wood (drilling, carving, etc.), or removing decorative objects. Weight may be added to a car by use of coins, weights, or additional decorative items secured with fast-acting glue. Body modifications must be made in pit lane. All modifications must be completed prior to impoundment.

CONDUCT OF THE RACES:

Track officials are responsible for the proper conduct of the races. Decisions of track officials on questions of rule interpretations and procedures must be raised immediately and may be appealed to the race commissioner. Decisions of track officials on questions of fact may not be appealed beyond the race commissioner.

Registration

- Single Entry per Registration: One car per registration.
- Attendance: Racers shall be in attendance on Race Day. Champion and NASCAR Cup cars should be weighed in by the entrant. Community Cup division may be weighed in by another individual in his/her absence.
- Check-in: All cars will be checked in 30 minutes prior to the start of the race.
- Car Specification Summary: Each car will be measured and reviewed during check in. Once checked in only the race officials will be allowed to handle the cars until after the race. Below is a summary of the required car specifications.
- Impounding: Once the car has been weighed and has passed inspection, the participant will leave his/her car on the table provided and must not lubricate or otherwise improve that car until his/her racing is complete.
- Car Handling Responsibility: Once the Participant’s car has been checked in, it may only be handled by Derby race officials until after the race and all judging is completed.

Race Format and Judging

- Track Length and Drop: The track shall have a racing surface (starting line to finish line distance) of approximately 42 feet with a drop of approximately 4 feet.
- Competition Format: With properly functioning Track Finish Line Electronics – Time Trial Competition. This option will be controlled by race management software. Without properly functioning Track Finish Line Electronics – Double Elimination will be used.
- Lane Assignment: Lane assignments for each heat shall be determined by Race software. Each car will race in each lane and the average of the times will be used to determine the fastest car. Cars may be intermingled with different divisions to help build drama.
- Finish Line Judging: If a Finish Line Electronic Timer system is in place, there will be an impartial race monitor at the finish line. If a Finish Line Electronic Timer is not being used, two impartial finish line judges, assigned by the race commissioner, shall call each heat. Heat finish judging is by unanimous rule. The track’s electronic finish line sensor will serve as the judge when used.
- No Call: If the winner of a heat cannot be declared by agreement of the judges (2 judges or the automated finish line device), the track lead may order the heat to be re-run.

Race Abnormalities

- Car Interference: If, during a race heat, a car leaves its lane and, in so doing, interferes with another racer, then the race heat will be rerun.
- Car Does Not Finish: If, during a race, a car leaves its lane but does not interfere with its opponent or does not finish the heat, then the cars track time will be the maximum time allotted for the heat.
- Car Repair: No car repairs will be made during the races unless an axle fails of or wheel breaks. It can be repaired by the participant in kind under the supervision of the Pit Crew Staff.
- 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 if running double elimination.