

GENTLEMEN, START YOUR ENGINES!

Official Pack 260
Pinewood Derby
Rules & Procedures

**Race Day:
January 27, 2018 @11am at
Elam United Methodist Church**



Pinewood Derby Chairmen: Mark Everitt & Kyle Browne

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1. RACE DAY!

1.1. JANUARY 27, 2018 @ 11 AM

Race day is January 27th 2018 between 11am and 3pm at Elam United Methodist Church located at 1073 Smithbridge Road, Glen Mills, Glen Mills, 19342. The race will be in the general purpose room at the rear of the church/school.

1.2. SHOW TIME

Once again, Pack 191 is allowing us to use their track and timing software.

- **Races Begin: Immediately after the Open Class races!**
- Registration and Inspection begins at 6:00pm on January 26th and will be closed at 8:00pm.
 - Inspection of cars always takes more than an hour as Scouts make last minute adjustments to cars, and weighing cars on one common scale is a lengthy process.
Please arrive by 7:30pm at the latest.
 - If a scout is unable to make registration please email and/or call Kyle Browne no later than Wednesday evening to make other arrangements at **pack260pinewood@gmail.com** or cell phone 609-618-7560.

1.3. OPEN CLASS

Open Class cars will register same as above.

- Races Begins: at 11:15am

1.4. AWARDS

Awards will be presented following the Cub Scout competition.

2. GENERAL RULES

2.1. QUALIFICATION

The race is open to all currently registered Pack 260 Scouts.

2.2. ESSENTIAL MATERIALS

All cars entered shall be constructed from the Official Grand Prix Pinewood Derby Kits that were distributed at the Pack meeting. **Pre-fabricated cars or cars constructed from a kit other than the distributed kit shall be disqualified by the Inspection Committee.** **You must build a new car every year, meaning a Scout cannot race a car that was built in previous years (this includes the Open Class races as well).**

2.3. COMPETITION

All entries shall compete on a Pack basis in the heats. Everyone will race against everyone; no distinction will be made between the different Dens. However, as discussed below, speed awards will be given for both overall Pack winners and Den winners. The Lions den since it is their first year in scouts will be competing for Den awards only.

2.4. ATTENDANCE

Each Scout shall enter his own car. This means that the **Cub Scout must be present at Inspection and Registration** to enter his car into the competition. In the event of a sudden emergency where the Scout is not able to attend the event, a suitable stand-in may be designated. **Notice of a stand-in must be provided to the Pinewood Derby Chairman by no later than Wednesday, January 24th.**

2.5. CONSTRUCTION:

Construction of all entries must have begun after Dec 20, 2017. **Cars constructed prior to December 2017 shall not be eligible to race and shall be disqualified by the Inspection Committee.** **You must build a new car and cannot use a car from previous years.** Scouts shall construct their own car, along with the assistance as necessary of their family and/or other adults. **Cars which are purchased or borrowed pre-constructed from any source shall be disqualified.**

2.6. SINGLE ENTRY PER PERSON

Each Scout may enter one and only one car in the Pack race. **Pre-Registration of Scout Name & Car Name will be required on the Wednesday prior to Race Day. This includes cars entered in the Open**

Class. This information must be submitted via email to pack260pinewood@gmail.com (Note: The car itself does not need to be ready until January 26th when it is turned in for Inspection and Registration.)

2.7. INSPECTION AND REGISTRATION:

Each car shall pass inspection before it is entered for competition. Inspection occurs at the time the car is presented to the Pinewood Derby Inspection Committee on **Friday, January 26**.

2.8. FAILURE TO PASS INSPECTION

The Inspection Committee shall disqualify cars which do not meet the specifications as described herein. If a car does not pass inspection, the owner shall be informed of the reason his car did not pass. Cars which fail inspection may be modified and re-inspected on site (we will have a PIT Crew). Any car which does not pass inspection by the close of Final Inspection shall be disqualified and may be entered in the open class.

2.9. IMPOUND

No car may be altered in any way after it has been inspected and placed in the Impound for racing. After a car passes inspection, it shall be held in the Impound area until and throughout the race.

2.10. CAR DESIGN RULES INTERPRETATION

Interpretation of the rules described in 1.1 through 1.9 and 2.1 thru 2.9 are at the sole discretion of the Inspection Committee during the Inspection and Registration process.

2.11. RACE-DAY RULES INTERPRETATION

On race day, the Scout must make all questions of rules interpretations and procedures to the Pinewood Derby Race Officials promptly. Decisions of Race Officials on questions of rules interpretations and procedure may be appealed to the Pinewood Derby Chairmen. All decisions of the Pinewood Derby Chairmen shall be final. Decisions of Race Officials on questions of fact (i.e. the result of a specific race) may not be appealed beyond the Trackmaster.

NOTE: Unsportsmanlike conduct by any participant or spectator shall be grounds for expulsion from the competition and/or the race area. This is Cub Scouts, and it is fun. This rule should never come into play!

3. CUB SCOUT RACE CAR DESIGN STANDARDS

**Remember: Do Not
PLACE ANY NUMBERS ON
YOUR CAR !**

Each Car will be assigned
a number during Pre-
registration.

3.1. MATERIAL

Race cars for this event shall be constructed from the parts contained in the Official Grand Prix Pinewood Derby Kit. **Pre-fabricated cars or cars constructed from a kit other than the distributed kit will be disqualified.** Scouts may build a car based on commercially available designs, but may not enter a car that has been commercially pre-cut. Details such as a steering wheel, driver, spoiler, decals, painting and interior details are permissible as long as these details do not cause the car to exceed the maximum length, width, height, and clearance specifications.

Decorative stickers, decals and paint are permitted. No loose materials of any kind are permitted in or on the car. The bottom of the car must be smooth in order not to damage the car stoppage area. Weights that are attached to the bottom of the car must be recessed into the wood, or the car will not clear the center guiderail of the track.

3.2. WEIGHT

Race cars shall weigh no more than five (5) ounces (total weight) as determined on the official scales during the final Inspection and Registration process on January 26, 2018.

3.3. WHEELS AND AXLES

The car shall utilize the axles and roll on the wheels from the Official Grand Prix Pinewood Derby Kit. This means simply that you must use the wheels and axles that came in the Derby Kit box. One piece solid axles are not permitted. Any entries found to be using solid axles shall be disqualified. 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. It must be obvious to the judges that the axle grooves, wheels, and axles from the kit are being used. **You may not cut new axle grooves into the car, but must use the pre-cut axle grooves.** This is the only way to ensure that all racers have the same wheel base. This rule is the commonly broken as inevitably someone attempts to extend a wheelbase for a speed advantage (and it is a tremendous advantage, which is why we do not permit it - to keep our races close for all the Scouts).

SPEED TIP: Pack scales usually measure to the closest 0.01 oz. Build your car to 4.9 ozs. on your home scale to ensure you are under weight. (If you build to exactly 5.0 ozs, you will likely be over weight on race day.) Add small weight on race day to hit 5.0 ozs. The Pack Scales will be available at the Pack meeting before the PWD so you can check your car.

3.4. SIZE

Race cars may be no longer than 7 inches, nor wider than 2-3/4 (2.75) inches, nor higher (from bottom of wheels to highest protrusion in the vertical dimension) than 3 inches as determined by the official gauges during Inspection and Registration. The underside clearance of the car shall be at least 3/8 (0.375) inches and the inside wheel to wheel clearance shall be at least 1-3/4 (1.75) inches. Clearances will be verified as part of the Inspection and Registration process.

Note: Previously, we have had cars with objects protruding out the back end of the car, which caused the overall length to exceed 7 inches. This is a big speed advantage and violates the rules. Those racers were forced to fix their cars on Registration day or face disqualification.

3.5. 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 defined to be any material on the car that is not provided in the kit. All weight must be securely fastened to the car. Weights shall be passive, i.e. non-moveable, non-magnetic, non-electric. Please be careful when attaching any weights to the bottom of your car.

There must be sufficient clearance between the car and the track per the requirements in rule 2.4. Weights attached to the bottom of your car must be seated into the wood such that they do not protrude out the bottom, or such that there is sufficient clearance from the track center rail. Racers who have weights protruding from the bottom of their cars may be ordered to be relocate the weights if it is determined that the car does not have enough clearance during the inspection process.

The car may be hollowed out and built up to the maximum weight by the addition of wood or metal only, provided it is securely built into the body or firmly affixed to it. Mercury or other liquids shall not be used for adding weight. Mercury is a potential health hazard. Because of its health hazard, lead is strongly discouraged as a means of adding weight to the car. The melting of lead is prohibited, and children shall not work directly with lead in any form.

3.6. WHEEL TREATMENT

Any wheel treatment shall not result in the substantial alteration of the wheels provided in the kit. Any reduction in the wheel width from the original kit wheels shall result in disqualification. Do not buy the colored BSA wheels that you may find in the Scout Shop. These wheels are not authorized and will result in disqualification. This is an effort to give all Scouts a level playing field.

A. Use only Official Scout Grand Prix wheels. Do not attempt to use mold matched wheels as the wheels in the Grand Prix kit are all different mold numbers. The numbers can be found inside the wheel. The

wheels shall remain substantially “stock”. All lettering, both inside and outside, must remain and be visible. The fluting and other BSA markings on the outside wheel area must remain visible.

There must be at least four wheels on the car, however, it is not required that all four wheels make contact with the track surface.

Each wheel must be mounted on an axle, on the outside of the car, in the vertical position. Each wheel must be attached directly to the car by an axle and spin freely. No part of the

SPEED TIPS: The new 2010 BSA wheels are much improved! In Figure 1, you will see that for the new wheel on the left, the inner hub has already been coned, as compared to the old wheel on the right. Only polishing of the inner hub should be required. This is a significant speed improvement over the old wheel.

Also, right out of the box, you will see that the mold-casting burrs on the wheel tread have been removed (in Figure 2, compare the new wheel on the left with the old wheel on the right).

wheel may overlap the center guide rail by more than 1/8 inch.

The two rear wheels and the two front wheels must be positioned directly across the body from each another. Staggered wheelbases are not allowed.

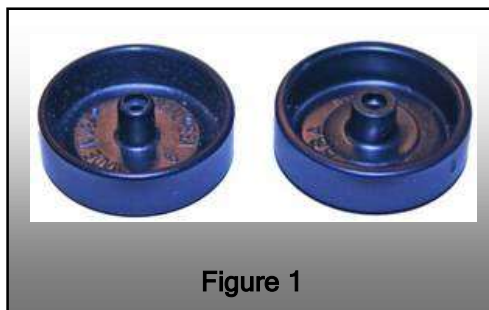


Figure 1

The wheels must be mounted to the Pinewood Derby car in the PRECUT GROOVES and at the stock distance apart (from front to rear). Extended wheelbases are not permitted.

No part of the car nor any attachment to the car may be capable of coming into contact with the track other than the wheel(s).

The outer wheel surface may be lightly sanded, shaved, or polished to remove surface imperfections, mold casting burrs (see the example on the right wheel in Figure 2), or to make true-to-round, but must not be reshaped in any way in an attempt to lighten the wheel, minimize tread contact or alter aerodynamics. (The wheel in Figure 3 has been shaved to lighten the wheel, which can be seen in the reduced thickness of the wheel tread. Compare with the wheel tread thickness of the



Figure 2

surface may be lightly sanded, shaved, or polished to remove surface imperfections, mold casting burrs (see the example on the right wheel in Figure 2), or to make true-to-round, but must not be reshaped in any way in an attempt to lighten the wheel, minimize tread contact or alter aerodynamics. (The wheel in Figure 3 has been shaved to lighten the wheel, which can be seen in the reduced thickness of the wheel tread. Compare with the wheel tread thickness of the

stock wheels in Figure 1.) Wheel tread surface must be flat and parallel to the wheel bore, meaning the wheel tread cannot be tapered or curved such that less of the wheel tread comes in contact with the track.

Coning the hubs and truing the inside edge are allowed.

Tread width may not be altered from stock. You may add material to the inside of the wheel to aid in balancing (glue, fingernail polish, tape) of the wheel, but no material may be removed.

B. Wheel Bore treatment is allowed including polishing and/or tapping. Wheel bores may not be filled and re-drilled to achieve better fit with the axle.

C. The outer hub of the 2010 BSA wheel has a step that was not present on older wheels. (See Figure 4, which depicts the step on the outer hub of the 2010 BSA wheel on the right.) Depending upon the polishing of the axle head, the step could degrade performance as the axle head seats into the outer hub. Removal of the step is permitted so that it presents a flat



Figure 3

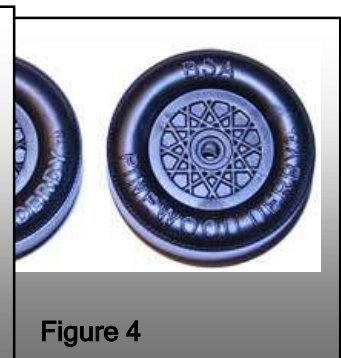


Figure 4

surface as depicted in the wheel on the left of Figure 4. However, we noted in the 2011 race that the new wheels as constructed improved performance across the board. The new step appears to improve speed rather than hamper it, as there is less friction contact with the axle head. If you taper the axle head, however, it may seat into the stepped area.

The following wheel modifications are PROHIBITED:

1. Altering wheel tread by rounding edges, grooving, H-cutting, V-cutting, or narrowing the tread width;
2. Altering of wheel profile;
4. Drilling sidewalls;
5. Hollowing, sanding, or otherwise removing or modifying material from inside the wheel
6. Filling of any wheel surface with any type of material
7. Utilizing mold matched wheels (all have the same number on the inside of the wheel)

3.7. UNACCEPTABLE WHEEL & AXLE CONSTRUCTION:

The following may NOT be used in conjunction with the wheels or axles: hubcaps, washers, inserts, sleeves, or bearings.

3.8. GRAVITY POWERED:

The race car shall not be constructed or treated in such a way that the track's starting mechanism imparts momentum to the car. Cars which are found to employ any sort of sticky substance or special protrusions designed to catch the starting pin on the front of the car shall be disqualified.

Track officials shall be responsible for the proper conduct of the races.

3.9. LUBRICANTS

Only powdered graphite may be used as a wheel lubricant. Lubrication may only be applied one time prior to the final inspection and registration on the day prior to the race; once a car is officially registered it may not be lubricated again during the race.

4. CONDUCT OF THE RACES

4.1. INSPECTION GAUGES

The race-day registration table will have the official weight scale, length and clearance gauges. That check-in equipment will be the official equipment for the race.

4.2. PIT-STOP STATION

A pit-stop/repair station shall be set-up for race day. The station shall contain items (additional weights, glue, graphite lubricant, tools) to make final adjustments prior to Inspection and Registration and to support any repairs as necessary. (We always appreciate any loaner tools that families can supply for the Pit Stop).

4.3. CAR-HANDLING RESPONSIBILITY

Scouts shall be responsible to present their own cars on race day for registration. Once a car has been registered it will be placed into the impound area to await its turn to race. Cars will be staged on the tracks by the "Track Crew ". After a car has completed a heat it shall be collected by the "Track Crew" and carefully returned to the impound area to await its next heat.

4.4. RACE PROCEDURE

Every entry shall participate in 6 heats. Participants in each heat shall be determined by a random draw (according to the track control software) prior to the start of racing.

4.5. LANE ASSIGNMENT

All lane assignments for each heat shall be determined by the track control software. Each entry will run once on each of the six lanes of the track.

4.6. CAR LEAVES LANE

Early in the races, cars may leave the track surface as debris may interfere with a car. If this occurs, it is in the discretion of the Pinewood Derby Chairmen whether to rerun a race, based on the cause. If a car continues to leave its lane but proceeds down the track in a manner that does not interfere with its opponents, then the race shall be called valid and the results recorded. If the car leaves its lane and interferes with another car, the race shall be invalidated and shall be re-staged and re-run. If the same car again leaves its lane and interferes with another car, that car shall be automatically assigned the maximum allowable time (according to the track control software), and the race shall be re-staged and re-run with the remaining cars. All of these conditions and decisions will be in the discretion of the Pinewood Derby Chairmen. Nothing in this rule extends a right to a racer to a predetermined number of times that the car may leave the lane without penalty.

4.7. CAR LEAVES TRACK

If, during a race heat, a car leaves the track without interfering with its opponent, it shall be assigned the maximum allowable time per the track control software. Again, whether a heat is re-run for track conditions rather than car conditions is in the sole discretion of the Pinewood Derby Chairmen. (We have been quite liberal with the car-leaving-the-track rule for early heats, when the track and cars are breaking in.)

Cars that leave their lane or leave the track typically do so because the center of gravity is too far towards the rear. Track officials may attempt to run the car backwards to see if the problem is due to a faulty center of gravity. If the race officials determine that the car can be run backwards without interfering with other cars, the Track officials may order the faulty car be run backwards for racing. Once it is determined that a car will run backwards, the car will run backwards for all remaining races.

4.8. CAR REPAIR (WITHOUT FAULT)

If, during the race, a wheel falls off or the car becomes otherwise damaged, then the owner may, to the best of his ability, perform repairs with the assistance of his adult partner or a pit crewmember. The repairs must be completed in a timely fashion. If the repairs are not completed when the car is called for its next heat, the car shall be assigned the maximum allowable time per the track software for that heat. Parents & Scouts- you cannot tinker with a truly undamaged car during the races at any time. Please do not ask --- there are always a few who want to fix something during the race to improve speed.

4.9. CAR REPAIR (WITH FAULT)

If a car is damaged due to track fault, or by another car or person, then the Trackmaster, at his sole discretion, may allow additional repair assistance to the Scout.

4.10. NO FINISHERS

If, during a race heat, no car reaches the finish line on the track, all cars shall be assigned the maximum time allowable per the track control software. Although, the Pinewood Derby Chairmen may order a heat re-run at their discretion.

4.11. TRACK FAULT

In the event a car leaves its assigned lane during any heat, the Pinewood Derby Chairmen may, at their sole discretion, do the following:

1. Inspect the track for a fault;
2. Determine if a track adjustment is necessary;
3. Invalidate the heat result and order the heat be rerun after the track is repaired.

4.12. THE TRACK AREA

Only race officials shall be allowed to enter the track area. No parents or Scouts are permitted behind the race barriers. This is to ensure fairness to all Scout-racers. The track area shall be conspicuously marked with yellow tape. This rule shall be strictly enforced. Please respect the racing area and do not require Race Officials to ask you to relocate your family from, for example, the end of the track.

4.13. DETERMINATION OF RESULTS

All race results shall be based on the average race time of the best 5 of the 6 individual heats in which the entry participates. The average of the best 5 runs shall be calculated by the track control software and will be the basis for determining the finishing order of racers.

5. AWARDS AND RECOGNITION

5.1. OVERALL PACK WINNERS (SPEED)

Medals, trophies or other appropriate awards will be given to the Scouts whose cars finish First, Second and Third as the Overall Pack Speed Winners.

5.2. DEN WINNERS (SPEED)

Medals, trophies or other appropriate awards will be given to Scouts whose cars finish First, Second and Third in the six Dens: Lion, Tiger, Wolf, Bear, Webelos I and II, as the Den Speed Winners. The Overall Pack Winner will not receive a second award for the Den competition, meaning that the Den winners will be apart from the Overall Pack Speed Winner. The Lion Den will compete only for Den awards as this is their first year.

5.3. SPECIAL CATEGORY AWARDS

Design and spirit awards will be given to Scouts whose cars are judged best in the categories below. A group of adults will be selected randomly prior to the race, and those judges will choose winners for the categories. **An entry may win only one Special Category award.** All awards will be presented by the Cubmaster and Pinewood Derby Chairman.

Special Categories:

1. Most Patriotic Car
2. Most Creative Design
3. Most Realistic Car
4. Funniest Car
5. Best Vehicle Not a Car
6. Best Wood Carving
7. Scout Spirit Car
8. Best Use of Color
9. Cubmaster's Choice
10. Cubmaster's Do Your Best

5.4. NUMBER OF AWARDS

No Scout can earn multiple awards. They cannot earn an Open Class Award, Den Speed award and/or a Special Category Award (or any combination thereof).

5.5 PARTICIPATION AWARDS

Every participating Scout shall receive a Pinewood Derby participation ribbon or patch or the like.

6. “OPEN CLASS” – BRING ON THE SPEED!!

Pack 260 will again host an “Open Class” competition, principally designed for siblings of Pack 260. In previous years, we had a stellar competition of Scout sisters throughout the Pack. Please encourage them to participate. Racers eligible for awards must be 10 years old or younger, which is about the same age range as our Scouts. **Racers over the age of 10 can enter the race but are not eligible to win an award.** In addition, any Scout whose car was disqualified from the Cub Scout racing may enter his car in the Open Class race, where there are fewer restrictions on the cars.

Even for the Open Class, a new car must be built every year.

6.1. ENTRY FEE

There will be a \$5.00 entry fee paid when purchasing the Official Scout Grand Prix kit to enter a car in the Open Class. This is mainly to cover the cost of the Pinewood Derby car kit and to contribute to the individual recognition of Open Class racers.

6.2. CAR CONSTRUCTION RULES

There are no rules about the weight of the Pinewood Derby car, modifications to wheels and axles, wheel base distance, or the like. However, the dimensions of the car must be roughly the same as the standard Pinewood Derby car, meaning that the length, wheel distance from the center rail, width of the wheel base, and clearance from the track on the bottom of the car must be largely the same as those described above for a Scout Pinewood Derby car. In other words, you cannot construct a two-foot long car, with wheels that interfere with adjacent racers, and with an absurd height and weight. We are concerned about damage to the track and starting mechanism, which do not belong to Pack 260.

The Open Class is limited to gravity propulsion, meaning that no motorized propulsion may be added to the Pinewood Derby car. This would also exclude pyrotechnics for our combat engineers out there.

6.3. CONDUCT OF “OPEN CLASS” RACES

The Open Class will be run as the first races of the day. Races will be conducted in the same fashion as for the Pack races. If there are time constraints due to the number of participants, the number of heats may be reduced. Speed winners will be based on the average speed of the five fastest of the six heats.

6.4. AWARDS FOR THE “OPEN CLASS”

The Open Class, awards will be given to the three (3) fastest cars.

6.5. SPIRIT OF THE "OPEN CLASS"

The Open Class is designed to add another **FUN** component to the Pinewood Derby and to include other people from our Scouting family (particularly siblings). Please enter the Open Class race with family-fun spirit in your heart. Leave grumpy hearts in the parking lot.

7. SPECIAL NOTES TO ALL CONCERNED

7.1. BIG PICTURE!!

Please keep in mind the ***MOST IMPORTANT*** part of the Pinewood Derby: **this is about spending quality time with your son (or daughter), working together on the car.** This is not about impressing the other Scouts and parents with the car-building prowess of a grown-up, but rather about enjoying the time spent designing, building and racing side by side with your son (or daughter).

Race day brings out the Little-League parent in all of us, as we have high hopes for a competitive car. Even your Leaders are not immune from destroying the garage and kitchen with Pinewood Derby tools and parts. Just remember we are a family, and many young men of our family will be disappointed with the results. They look to us for an example about how to compete - win or lose - graciously. When your son is in your shoes, as a Cub Scout Leader and parent, you want him to remember and teach the lessons of how to be a gentleman, rather than about building a fast Pinewood Derby car. Of course, both would be awesome. 😊

You and your son should consider that building a car designed to win one of the category awards is every bit as cool as having a fast car. Enjoy Pinewood Derby! That enthusiasm is contagious!!

GOOD LUCK TO ALL OF YOU!



