



Three Rivers District
2010 Pinewood Derby

RULE BOOK

ABBRIDGED CONSTRUCTION RULES (SEE OFFICIAL RACE GUIDE FOR COMPLETE RULE SET):

1. **APPROVED MATERIALS** - Although additional decorative materials can be attached to the Pinewood Derby Car, the core construction and structural components must have begun life as materials found in official BSA licensed Pinewood Derby Kits. This includes the full PWD car Kit (block, wheels, axles, stickers) as well as wheel/axle kits available for purchase separately. These separate components now come in a variety of colors, and are all produced by the same vendor. As a result, they are all approved as legal construction materials. Additional decorative materials may be permanently attached to the Pinewood Derby Car, so long as the overall dimensions conform to set guidelines defined within the Race Rules.
2. **AGE OF PINEWOOD DERBY CAR** - Construction for the Derby Cars must have begun during the current school year.
3. **Additional Parts Used** - No loose or flexible materials of any kind are permitted in or on the car. Details, such as steering wheel and driver must be non-moving and do not cause the car to exceed the official maximum weight. **If your car has moving doors or hood, they must be secured and non-moving in nature during the actual races, to avoid interference with other cars.**
4. **Length / Width / Height** - The car must fit into an inspection box which measures at 7" x 2-3/4" x 4".
5. **Clearances** - The car must be less than 4" in height and must roll freely without binding while straddling a test strip of 1 5/8" wide and 3/8" high when rolled on a level plane surface.
6. **Front Nose Design** - The car nose must allow for the car to be properly staged against the starting pin. Wet paint or glue is not allowed. Starting Pin **[should contact the front of your car at a point]** no higher than 3/4" from track surface. A car that does not meet this specification **could** be required to be run backwards unless the nose of the car can be modified to conform to this specification.
7. **ALL portions** of the PWD car must be **behind** the starting pin. This specification mandates that the portion of the car touching the starting the pin constitute the farthest forward section of the design. At least 3 wheels must be touching the track.
8. **No loose or flexible materials** of any kind are permitted in or on the car. No slip weights, liquid weights.
9. **Design Details**, such as steering wheel and driver must be non-moving **during the races** and do not cause the car to exceed the official maximum weight.
10. **AXLES** - AXLES used in PWD cars competing at the District and Council Derby Events must have begun life as OFFICIAL axles from BSA PWD kits. This translates into a prohibition on AXLES created from a different raw material and shaped to conform to the dimensions of official BSA NAILS/AXLES. No chromed or nickel-plated axles permitted. Axles may be de-burred, smoothed, and polished. **[Canting of axles to run on the inside edge of the wheel treads is expressly prohibited by these rules].**
11. **AXLE LOCATIONS** - Known inconsistencies with the alignment and location of pre-cut axle slots reduce the overall consistency and effectiveness of requiring Derby Car builders to use them. It is our opinion that forcing Derby Car builders to use these pre-cut slots does not increase the consistency or performance of Derby Cars overall. As a result, Derby contestants may choose to not use the pre-cut axle slots. If you relocate your axles, then the PWD Car still must have no portion beyond the starting pin, and the minimum underbody clearance of 3/8" must still be achieved.
12. **WHEELS** - The wheel diameter cannot be reduced past the ridge (rippled) edge, which must remain intact on the entire wheel. Wheel weight cannot be reduced below 2.5 grams each. The HUB portion of each wheel cannot be separated from the car body by bushings, washers, or other materials. Hub Coning IS allowed. The OUTSIDE Contact Patch / Tread CANNOT be modified or altered to a profile that is concave, grooved, H-Shaped, angled, or otherwise out of parallel with the **bore of the wheel**, and at least THREE wheels must, to the best of your ability, make contact with the track. There has been a new wheel style introduced in 2009-2010, and these wheels are 25% lighter, more accurate, and generally superior out of the box to previous year's production wheels. It is recommended that you seek out the new style wheels to increase the performance of your Car.

