

SUMMARY OF RULE CHANGES FOR 2010 Kettle Country District Pinewood Derby Rules

Note rule changes are highlighted in BLUE.

T-1. Material: Race cars shall be constructed for this event from the parts contained in the Official Grand Prix Pinewood Derby Kit (referred to below as the kit) as sold by any Scout Service Center or Official BSA supplier. Materials from the kit may be supplemented but not replaced. **Aftermarket parts, special axles, wheels and car bodies are prohibited. Replacing the wheels in the kit with colored wheels is allowed provided they are official BSA Pinewood derby wheels as sold by any Scout Service Center or Official BSA supplier.**

T-3. Wheels and Axles: The car shall roll on the wheels from the kit. The wheels shall turn about the axle nails from the kit. NO solid axles. The axle nails shall be firmly affixed to the wood of the car body. The wheel base MAY be lengthened provided the total car length does not exceed 7 inches including the wheels. It must be obvious to the judges that the wheels and nails from the kit are being used. **The axles may not be shortened and the tip of the nail must be visible. The car kit comes with pre-cut slots for the axles. Cutting new slots or drilling holes for the axles is permitted. With the axles mounted in a slot, there is no problem for the judges to visually inspect the axles. However, with axles mounted in a hole, the axles cannot be visually inspected by the judges. If only the head and the tip of the axle are visible, it may not be obvious to the judges that the axles from the kit are being used. It is okay to drill an axle hole in the block of wood provided that a slot is cut along the bottom of the car so that the axle can be visually inspected (same as if the axle was mounted in a slot). Except for inside the wheel hub, the entire length of the axle must be visible to the judges for inspection.**

T-6. Wheel Treatment: Wheel treatment (hub and tread smoothing and polishing) may not result in substantial removal of mass nor in reducing the wheel width from the original kit wheels. **The wheels may be lightly sanded or polished to smooth out mold marks or to remove mold sprue and mold flashing, but may not be narrowed, grooved or otherwise modified.** Some of the original “tread marks” on the wheel face must remain intact, i.e. apparent to the inspector. Wheels may not be machined to a beveled condition or “rounded off” and the portion of the wheel surface that contacts the track must remain parallel to the axle.

IV. THE RACING ENVIRONMENT

~~The track is the Challenger 450 developed and marketed by Arthur Hasselbach of Beta Crafts Inc~~

R-5. Finish Line Sensor Location: The track has infrared lights called “finish line sensor” that are in alignment with the corresponding sensors in the ~~Micro-Wizard~~ **electronic Track** Timer system above each lane.

R-7. Finish Line Electronics Sensitivity: The ~~Micro-Wizard-Fast-Track~~ **electronic Track** Timer displays and records finish times to within .001 of a second. The sensors are less than 1/8-inch diameter, which provides very precise results. The timer will designate a tie if two cars finish closer than .0002 of a second.