TECHNICAL & RACE RULES



THE SPIRIT OF PHILLY FWD

Creativity. Friendly competition. Community.

Build something fast. Build something ridiculous. Build the car you wanted to build when you were ten years old. Just make sure it fits the track, stays in its lane, and plays fair.

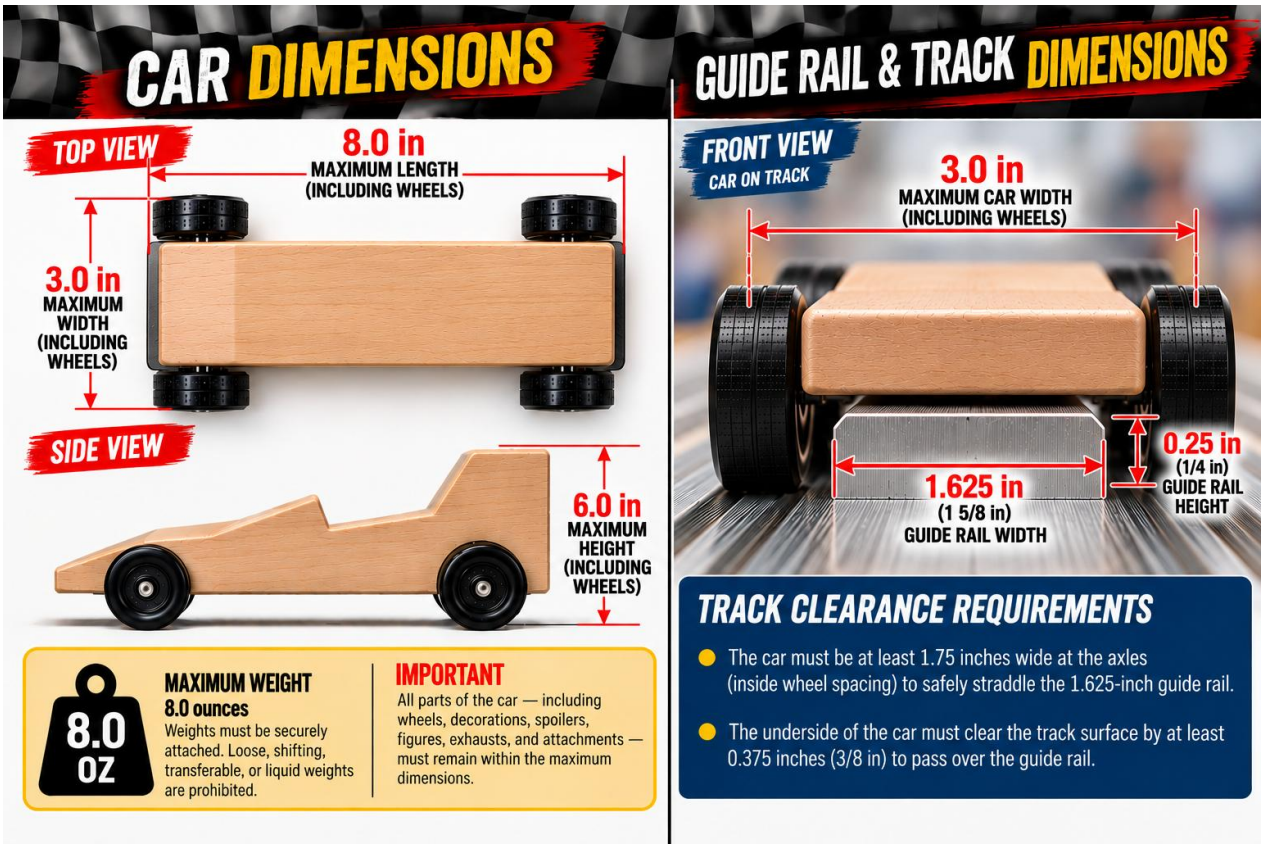
1. Eligibility

Philly FWD is open to adult participants age 18 and older. Each registered racer may enter one car unless otherwise specified for a particular event or race division.

Cars must be built or substantially modified by the entrant. Commercial components may be used, but complete professionally built or purchased ready-to-race cars are not permitted.

2. Vehicle Dimensions & Track Clearance

- Maximum length: 8 inches
- Maximum width: 3 inches
- Maximum height: 6 inches
- Maximum weight: 8.0 ounces
- The car must clear the track's 1/4-inch-high x 1 5/8-inch-wide center guide rail, with at least 3/8 inch ground clearance and 1 3/4 inches of inside wheel spacing at the axles.
- The wheelbase may be altered.
- All parts of the car - including wheels, decorations, spoilers, figures, exhausts, and attachments - must remain within the maximum dimensions.
- The car must fit safely on the starting gate and pass freely beneath the electronic finish gate.



3. Body & Construction

The primary chassis/body must be based upon an official Scouting America Pinewood Derby wood block. The block may be cut, carved, drilled, hollowed, reshaped, painted, decorated, or otherwise modified.

Additional materials and decorative components may be added provided they are securely attached and the completed vehicle meets all dimensional, weight, safety, and track-compatibility requirements.

4. Wheels, Axles & Running Gear

- A minimum of three wheels is required. There is no maximum number of wheels.
- Not every wheel is required to contact the track.
- Axles may be polished, machined, modified, or replaced.
- Wheels may be sanded, machined, narrowed, modified, or replaced.
- Bearings are permitted.
- Unconventional wheel configurations are permitted provided the car meets the lane-retention and track-compatibility requirements below.

5. Lane Retention & Track Compatibility

Regardless of wheel configuration, each car must incorporate a means of preventing excessive lateral movement and must remain safely within its assigned lane.

Lane retention may be accomplished through wheel placement, the vehicle body, guide fins, guide tabs, or another suitable design feature. Any guide or retention device must clear the track surface and may contact the center guide rail, but must not damage or interfere with the track.

Race officials may require any unconventional design - including three-wheel cars, extremely narrow wheels, unusual wheel placement, or other nonstandard running gear - to complete a track-compatibility test during inspection.

A car that can move laterally far enough to interfere with an adjacent lane must be corrected before it may compete.

6. Lubrication

Only dry lubricants, such as graphite, may be used. Liquid or oil-based lubricants are prohibited. Lubricant must be applied before inspection; additional lubrication is not permitted after a car has been inspected and impounded unless specifically authorized by race officials.

7. Weight

Cars may weigh up to 8.0 ounces at official inspection. Weights must be securely attached. Loose, shifting, transferable, or liquid weights are prohibited.

8. Propulsion

Cars must be gravity powered and freewheeling. Motors, engines, rockets, compressed gas, stored-energy propulsion systems, magnets intended to propel the car, or any other form of active propulsion are prohibited.

9. Inspection & Impound

Every vehicle must pass official inspection before competing. If a car fails inspection, the racer may make corrections and return for reinspection before the inspection period closes.

Once a vehicle passes inspection, it will be impounded and may not be handled by the racer again until permitted by race officials. Race officials have final authority concerning vehicle eligibility, safety, track compatibility, and interpretation of these rules.

10. Racing

The precise competition format may vary by Philly FWD event. Whenever practical, cars will receive an equal number of runs and race across the available lanes to reduce the effect of lane differences.

Official results will be determined by the electronic timing and finish system.

- If a car leaves its lane and interferes with another vehicle, race officials may order the heat rerun.
- If a car leaves the track without interfering with another vehicle, its run normally ends at that point.
- Repeated inability to remain safely in the assigned lane may result in removal from competition until the problem is corrected, or disqualification if it cannot be corrected.
- If officials determine that a track or equipment problem affected a heat, they may repair or adjust the equipment and order the heat rerun.

11. Repairs

If a car becomes damaged during competition, race officials may permit a reasonable amount of time for repairs. Repairs should restore the car to its previously inspected configuration rather than improve its performance. If damage occurred during a heat, race officials will determine whether the heat should be rerun.

12. Race Officials

The Race Director has final authority regarding inspection, interpretation of the rules, track conditions, reruns, scoring, repairs, disputes, and disqualifications. Electronic timing and scoring will be considered official unless the Race Director determines that an equipment or track malfunction occurred.

13. Sportsmanship

Good sportsmanship is expected from every participant. Philly FWD is competitive, but creativity, craftsmanship, good humor, fellowship, and community are part of the event.

THE BUILDER'S RULE OF THUMB

If you're wondering whether your idea is too ridiculous, the answer is probably no. If you're wondering whether it's legal, ask us before you build it.