

Proposed National 1/24th 'Flexi' Classes & Regulations

Limited Sedan

Body	Any sedan type: DTM, Nascar or Sports sedan in .007" or .010" allowed (<u>may be Raceway or event nominated</u>). No additional air control is allowed. Seagulls has nominated Ralph Thorne Honda NSX for their National events. Windows must be clear or tinted. Three race numbers must be visible. Front wheel arches must be cut out, clear, or have front wheel stickers in correct position. Interiors are not required.
Motor	<u>Raceway or event nominated</u> factory marked sealed short can motor (Fox, SRP, Hawk, Plafit or similar). No modifications allowed except motor case may be notched to clear axle and sanded to help soldering). Seagulls has nominated Plafit Cheetah IV for National & Club events.
Chassis	Any <u>completely stamped steel</u> 'Flexi' type (2 or 3 pieces consisting of 1 centre section plus 1 or 2 pans) where the motor sits on the chassis plate and has mounting tabs for front wheels. Motor may be held by any combination of screwing, gluing and soldering in place. Motor mounting tabs must remain intact excepting minimal opening out of mounting holes to facilitate gear mesh. Pin tubes: Fixed pin tubes located at original body clip mount points are allowed.
Gearing	Ratio is open choice using 48 to 64 pitch (<u>unless a ratio is Raceway or Event nominated</u>) using plastic spurs only.
Wheels	Front: any 0.5" min. dia. mounted at original mounting points are mandatory. Rear: any 3/32" or 1/8" commercially available with a maximum diameter of 0.765".
Axles	Front: any type including pins may be used. Rear: 3/32" or 1/8" solid Steel (axle flats for wheels and spur are allowed).
Bearings	Oilites only which may be soldered or glued in position.
Width	Maximum width at any point is 85mm.
Clearances	Front: Guide must be spaced to achieve minimum front chassis clearance of 0.5mm. Rear: 1mm minimum at rear of chassis including spur gear.

Production JK LMP/GT1

Body	Only JK manufactured LMP or GT1 in .007" or .010" allowed (<u>may be Raceway or event nominated</u>). No additional air control is allowed. The back of the body (rear bumper/valance portion) may be cut out/removed. Maximum rear body height 40mm. Windows must be clear or tinted. Three race numbers must be visible. Front wheel arches may be cut out or clear (if front wheels installed) or have front wheel stickers in correct position. Must have stickers in correct position if front wheels are not used. Interiors are required in open cockpit cars only.
Motor	<u>Raceway or event nominated</u> JK factory marked sealed short can motor (Hawk 7, 9 etc). No modifications except motor case may be notched to clear axle and sanded to help soldering.
Chassis	Any <u>completely steel</u> JK 'Flexi' type. Components may be mixed from differing JK models. Motor may be held by any combination of screwing, gluing and soldering in place. Motor mounting tabs and front wheel mounting tabs may be removed. Pin tubes: Fixed or floating pin tubes located at original body clip mount points are allowed.
Gearing	Ratio is open choice using 48 to 64 pitch (<u>unless a ratio is Raceway or Event nominated</u>) using plastic spurs only.
Wheels	Front: are optional but must use original mounting tabs and not protrude past body line if used.. Rear: any 3/32" or 1/8" commercially available with a maximum diameter of 0.765".
Axles	Front: any type including pins may be used. Rear: 3/32" or 1/8" solid Steel (axle flats for wheels and spur are allowed).
Bearings	Oilites only which may be soldered or glued in position.
Width	Maximum width at any point is 85mm.
Clearances	Front: Guide must be spaced to achieve minimum front chassis clearance of 0.5mm. Rear: 1mm minimum at rear of chassis including spur gear.

Open GTP

Body	GTP bodies listed below in .007" or .010" allowed - (<u>may be Raceway or event nominated</u>). In addition any .007" or .010" LMP/GT1 body is allowed. No additional air control allowed. The back of the body (rear bumper/valance portion) may be cut out/removed. Maximum rear body height 45mm. Windows must be clear or tinted. Three race numbers must be visible. Front wheel arches may be cut out or clear (if front wheels installed) or have front wheel stickers in correct position. Must have stickers in correct position if front wheels are not used. Interiors (moulded or separate) are required in open cockpit cars only.
Motor	<u>Raceway or event nominated</u> factory marked sealed short can motor. No modifications except motor case may be notched to clear axle and sanded to help soldering.
Chassis	Any commercially available <u>completely stamped steel</u> 'Flexi' type (2 or 3 pieces consisting of 1 centre section plus 1 or 2 pans). Motor may be held by any combination of screwing, gluing and soldering in place. Motor mounting tabs and front wheel mounting tabs may be removed.
Gearing	Pin tubes: Fixed or floating pin tubes located at original body clip mount points are allowed. Ratio is open choice using 48 to 64 pitch (<u>unless a ratio is Raceway or Event nominated</u>) using plastic spurs only.
Wheels	Front: are optional but must use original mounting tabs and not protrude past body line if used.. Rear: any 3/32" or 1/8" commercially available with a maximum diameter of 0.765".
Axles	Front: any type including pins may be used. Rear: 3/32" or 1/8" solid Steel (axle flats for wheels and spur are allowed).
Bearings	Oilites or ball races are allowed which may be soldered or glued in position.
Width	Maximum width at any point is 85mm.
Clearances	Front: Guide must be spaced to achieve minimum front chassis clearance of 0.5mm. Rear: 1mm minimum at rear of chassis including spur gear.

The following bodies are Ralph Thorne Racing (RTR) manufactured but any other manufacturers bodies of the same configuration (with very particular reference to the side profile) may be used for this class.



REVOLUTION



WARRIOR



RENEGADE



VIKING

General Regulations for ALL 'National Flexi' Classes

Chassis 'Blue Printing' and 'Tuning' is allowed BUT limited to the following.

Flattening and de-burring of components.

Minimal filing of rear bearing holes to allow for axle alignment.

Adding a motor brace, bearing upright brace/s and guide tongue reinforcement.

Front axle (if used) may be soldered to original uprights.

Adding lead weight and/or tape.

Adding spacers between pan/s and centre section.

Using tape, plastic, plastic tubing or similar to adjust relative heights of centre section and pan/s.

Changing supplied 'bite' / 'J' bar using .039" to .063" steel wire in the same configuration.

Adding lead wire management/routing components.

Chassis and/or front wheels may not protrude past the body line.

Bodies may be strengthened by using tape and body armour type reinforcing.

Tyres may be cleaned by using tape or Shellite only.

No tyre "goo" traction additive may be applied to the tyres or the track by racers.