

# Proposed National 1/24<sup>th</sup> 'Flexi' Classes & Regulations

## 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</u> steel 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.

## **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.**