

1. MEGA G Technical Rules

This set of rules shall be read in conjunction with other rule sets defining the running of THORL race events.

1. The MEGA G class is open to the following chassis:

AFX Mega G 1.5 & 1.7 (Mk1 and 2) and AFX Mega G+ 1.5 & 1.7.

2. RACE FORMAT

1. Formal practice for cars competing in the morning class only, single lane qualification over 3 laps or 1 minute (to be declared at the start of the session), Qualifying heats will typically be of 3 minute duration, and finals 3 minutes unless race control should decide otherwise.
2. Formal practice will be 2 minutes long, with all drivers running on all lanes. At the end of a practice session, the next session will automatically start after a brief pause. Only cars eligible for the Mega G class may partake in the practice session.
3. A qualifying session of will take place, seeding all the drivers. Cars used must be ones used in heats.
4. There will be four heats per session (six when a six lane track is used), with the best three (five when a six lane track is used) counting as each competitors qualifying score. Heats will be followed by step up finals, the winner of the previous final will take the step-up. When a six lane track is used the competitors finishing first and second in the previous final will take the step ups.
5. All drivers will receive at least 1 lap practice before heats. There will be no practice during finals (unless declared otherwise at the start of the Final session).
6. Cars may be worked on between heats, but must not interfere with marshal duties.
7. Cars taking part in finals must have been used in qualifying heats.
8. On completion of a heat, the competitors finish position will be recorded by Race Control, or by the race control system. Cars should remain on track until all positions have been recorded.
9. In the case of a tie with the heats 3 scores, the competitors dropped scores will be taken into account, with the driver with the Highest dropped score being deemed the leader. Fastest lap will determine the position if there is still a tie.

3. BODIES

Bodies permitted:

AFX 1.7: AFX Audi R18, Audi R10, Peugeot 908, Mustang, Camaro, AFX Nascar, AFX Ford GT.

AFX 1.5: Any SWB Group C body released by AFX (inc Tomy).

1. Cars must start all races with the body securely attached, four wheels and tyres and all the chassis constituent parts. There must be no sharp edges on the cars. Race control reserve the right to ignore any laps completed by cars that do not comply.
2. All bodies must be stock and be the bodies which were supplied with the chassis type (except AFX Tomy Group C bodies which also can be used).
3. Bodies may have minimum material removed to improve body rock and clearance around moving parts.
4. AFX LMP bodies must remain unmodified to fit on the 1.7 (long) chassis, the exception is of the permitted mods, as per Annex A to allow earlier fitment (MG) LMP Bodies to fit to the Mega G+ chassis.
5. Any SWB Group C body released by AFX (inc Tomy) may be used on the 1.5 (Short) chassis. The body tabs and / or any type of body clip may be modified to allow the body to sit lower. Body clips are not considered chassis components. These may therefore be glued to bodies, but must not be glued to chassis. SWB bodies may be modified by lightening, and original vent details may be opened up, but not past the original moulding lines. No other holes may be added. Bodies must be fitted with a wing.
6. Bodies may be ballasted, but ballast must be glued firmly in place with permanent glue. Chassis may not be ballasted.
7. Bodies must not be glued or bonded to the chassis, although the use of booger glue is permitted.
8. Wings (including posts, and endplates where present) must be intact at the start of all races.
9. Bodies must feature an accurate or at least prototypical race car colour schemes (race numbers, sponsors etc). 'Fantasy' repaints and re-decorations are permitted.

4. CHASSIS and ELECTRICAL

1. All entered cars chassis must fit through a THORL metal 34mm width gauge and be 17mm from centreline to side.
2. Only parts which are, or have been commercially available may be used as replacement items on cars. Items must be available through suppliers, and listed. One off and/or specially produced items are not permitted, unless supplied by Race Control.
3. Any make of plain motor bush may be used. Rolling-element (ball) bearings are not permitted.
4. Any make of pick-up shoe, shoe hangar and spring is permitted. Shunts are not permitted. Parts may be reshaped but no material may be added or removed.
5. Dust guards and axle retainers may be removed.

6. Any make of gear boss and axle spacers are permitted. Spacers must solely perform a genuine spacing function that restricts the travel of the axle. Spacers must have parallel sides, and these must be acted on by the components they are spacing. Spacers of any width and diameter can be used where they are made from non-metallic materials. Metallic washers (2 per axle) may be used up to a maximum diameter of 4mm and each 1mm width.
7. Tyres must be single compound. Sidewall writing and detailing based on real tyres is permitted (must be class-correct and body-correct). Front tyres must be Black or Clear in colour.
8. Black or Clear 'thinnies', or Black O-Rings may be used as front tyres. All permitted tyre types may be re-shaped or reduced in diameter and width.
9. Any make of single piece wheel(s) and solid, constant diameter axle are permitted as replacements to stock items. Independent Front ends are not permitted. No sharp edges will be permitted.
10. No parts may be added to the chassis or any of its components, which were not part of its original makeup, unless specifically permitted. Chassis must not be ballasted.
11. All 4 tyres must touch the track.
12. Wheels may be built up with tape to aid tyre retention.
13. No part of the chassis may be cut, sanded, drilled or otherwise interfered with. All wear must be by natural means only. No components other than pinions, gear bosses and crown gears may be glued in place.
14. All magnets fitted must be stock AFX items, no material added or taken away, and fitted in the stock position. Regular shaped traction magnets may be turned over in the chassis so long as they do not sit lower as a result. All chassis must only use 2 Traction Magnets and 2 Motor Magnets.
15. AFX Mega G and Mega G+ must use Stock guide Pin.
16. AFX Mega G must use 24 tooth crown, but no material must be removed to allow fitment. Mega G+ may use 23 tooth Crown (recommend Viper Scale Racing part). Pinions must be stock items.

5. MOTOR

1. Armatures must be stock, as supplied with the chassis type and therefore not be 'worked up' in any way (examples: commutator tied-off, windings or comm epoxied, windings removed, commutator cut or diamond-trued, solder on tabs beyond factory-applied).
2. Armatures with balance marks or material removed from rotors by any means are not permitted. Armature timing may not be altered.
3. The MG+ motor must remain unmodified and sealed. The circuit board must remain attached, connected and unmodified. The wire (1) from the board to the motor body may be disconnected / removed.

4. For chassis with barrel brush systems, any make of brush and brush spring is permitted in all chassis. Barrels however must be stock and unaltered.
5. Any make of plain motor bearing (bush) may be used with the AFX Mega G chassis.

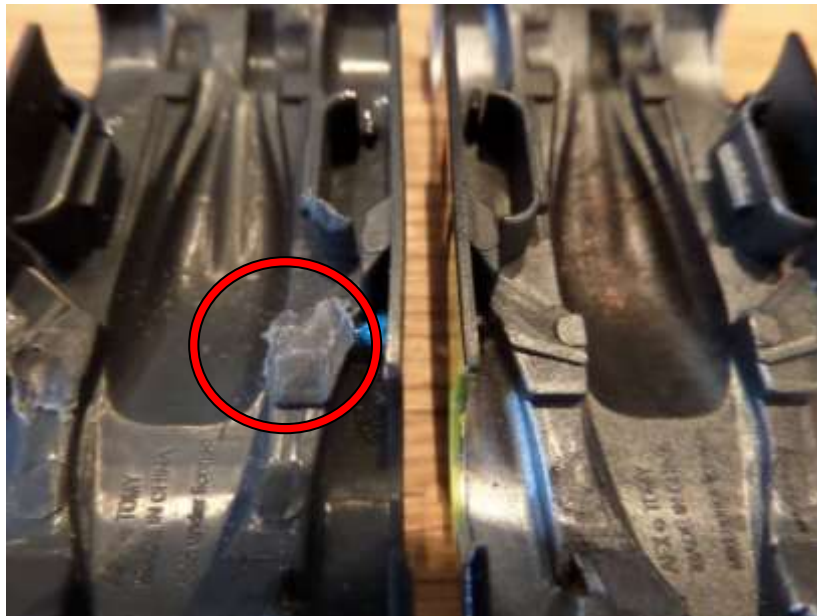
Annex A – Permissible body modification to the AFX Audi and Peugeot to allow fitment to the AFX Mega G+ 1.7 Long Chassis.

The AFX Racemasters Audi and Peugeot LMP cars supplied with earlier AFX Mega G Chassis, will not fit the Mega G+ without modification to the body.

The Peugeot is the easier to modify, and less risk to affect the outward appearance of the body.

The Peugeot may have the areas as circled in the pictures below to aid fitment to the MG+ Chassis.

The 'nubs' may be removed using any method, but a 'dremel' type tool is recommended. Avoid breaking through to the outer bodywork. Repair and re-paint where possible any areas where too much material is removed.



The Audi may have the areas as circled in the pictures below to aid fitment to the MG+ Chassis.

Excess material may be removed using any method, but a 'dremel' type tool is recommended.

Material should be removed only from the drivers helmet rearwards (Yellow Line). Breakthrough to the outer bodywork is permissible, but should be kept to a minimum. The central bar between the cockpits should remain.

The example pictured does have too much material ahead of the drivers helmet removed.

