



2009
GASSER Class Rules

These are GASSER Class rules for 2009. These rules are in effect 'til 12:59 P.M, December 31st 2009, unless otherwise amended or superseded by the NTRA rules committee. Any addendums, corrections, changes, and clarifications will be posted in Psychoslots, under the heading "NTRA BULLETINS" well in advance of ANY NTRA event.

RULES TYPED IN RED ARE NEW ADDITIONS OR MODIFICATIONS FOR 2009

Gas Class:
5.0 ohms minimum

Armatures: As delineated above. Accepted armatures are any production T-Jet TYPE arm. This includes T-Plus, Mean Green, Blue Drag, Tuff Ones, Wild ones, AFX arms as well as Stock T-Jet arms and JOHNNY LIGHTNING/ AUTOWORLD armatures. Quadralam arms are not permitted. Armatures may be balanced and blueprinted and/or bonded. Armatures: As delineated above. Accepted armatures are any production T-Jet TYPE arm. This includes T-Plus, Mean Green, Blue Drag, Tuff Ones, Wild ones, AFX arms as well as Stock T- Jet arms and JOHNNY LIGHTNING/ AUTOWORLD armatures. Quadralam arms are not permitted. Armatures may be balanced and blueprinted and/or bonded. Permitted blueprinting shall include the following: (1) Polishing (including laminations); (2) Balancing by adding or removing material; (3) Surfacing of the commutator. Armatures may not be otherwise tampered with in any way. Retiming of armatures is specifically prohibited. Shafts may be polished and trued.

Entrants are encouraged to provide a build sheet listing blueprinting alterations employed. The intent is not to disqualify anyone, but to leave absolute clarity as to the intent of these armatures restrictions. For purposes of the foregoing, the use of the word armature(s) implies the complete unit, including the armature itself, the commutator plate, the shaft and the windings.

Axles: Any axle may be used. Axles must ride in appropriate location for given body style.

Ballast: Ballast (added weight) is permitted. Ballast shall be confined within the body envelope. Recommended area is just behind the front axle in the front well area. Ballast may be attached to the body inside as well. Ballast mounting should be permanent or semi permanent. (i.e: glue, screws, or tape.)

Body: Body must be an approved make and model for this class. North American Prototypes only. years 1935-1969. Austin, Willys and Anglia bodies are permitted. Other bodies may be approved by request to meet director. Bodies are required to have a “Gasser” appearance. Body posts may be shortened/lengthened and body may be raised or lowered. Bodies must employ at least one (1) mounting screw. No lexan bodies will be permitted in this class. Bodies shall be of Injection molded plastic or resin or poured resin. **Fenders are required.** Running boards may be removed. Wheel wells may be radiused as needed but must follow profile of racing tire used. Fender flares are permitted. Front ‘chin’ spoilers are permitted, however they should not be extreme in size. Rear spoilers are not used in this class. Engine Air scoops or exposed supercharger-induction details are highly desired. Parachutes are desirable. Engine details should be reasonably close to scale. Hoods optional if a 'full' motor (Valve covers up desired at this time) is modeled. Mixing of scales to produce an oversized engine not permitted. Grilles are not required.

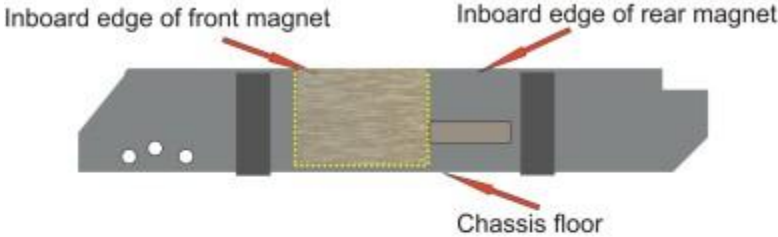
Brushes, Motor: Any conventional brush which fits original mountings is acceptable After-market brushes may be used. Spring brushes may be not be used. Brush tubes are not permitted.

Bumpers: Bumper may be removed. Mounts may be modified or removed. Suitable rear push bars are desirable.


Chassis: Cars in this class may use any T-jet stock type chassis, i.e. T-jet, Wild Ones, Thunder Plus Tuff Ones, JL Tuff Ones and AW Chassis' may have any and all of the following: de-burring, clearancing, polishing, hardening and/or blueprinting. Main chassis may be altered as follows: All side areas between motor magnets may be “day-lighted” (see Figure one) Chassis top plate may be modified extensively but must employ four (4) corner mountings as produced by the manufacturer. Incidental modifications, such as drilling for wheelie bar attachment or ballast attachment is permitted. All other chassis modifications are prohibited. Chassis bushings are not permitted. Axles and shafts must ride in original plastic mountings. Extended wheelbase/divorced axle cars not permitted. Chassis types may be intermingled. For Instance, an AW top plate maybe used in an original Tuff Ones chassis or a JL armature in Thunder Plus chassis.

Gasser Chassis Modifications

FIGURE ONE: "Daylighting"



T Jet chassis side view

All areas within dotted lines represented in this color  may be altered, drilled or removed entirely. Magnet Channels shall not be modified in any way. The magnet channels are the entire magnet enclosure; that is, ANY surface that normally contacts the motor magnets excluding the chassis top plate.



One possible top plate configuration

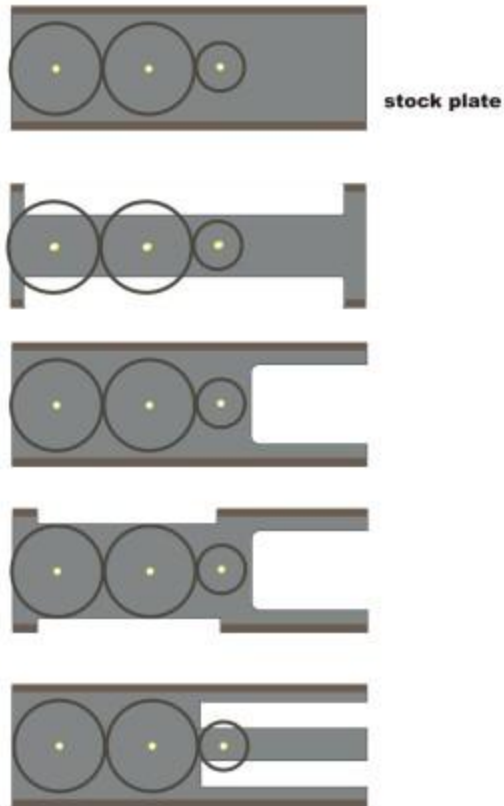


Partially daylighted



Gasser Chassis Modifications

FIGURE TWO: TOP PLATE



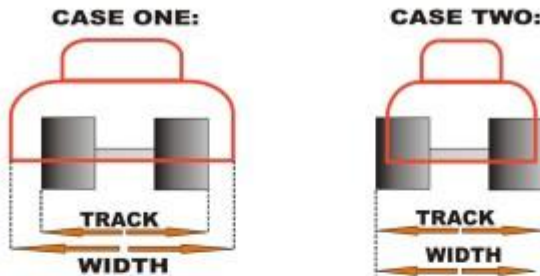
POSSIBLE TOP PLATE MODIFICATIONS

“CHASSIS..... Chassis top pate may be modified extensively but must employ all four (4) mountings.”



FIGURE THREE:

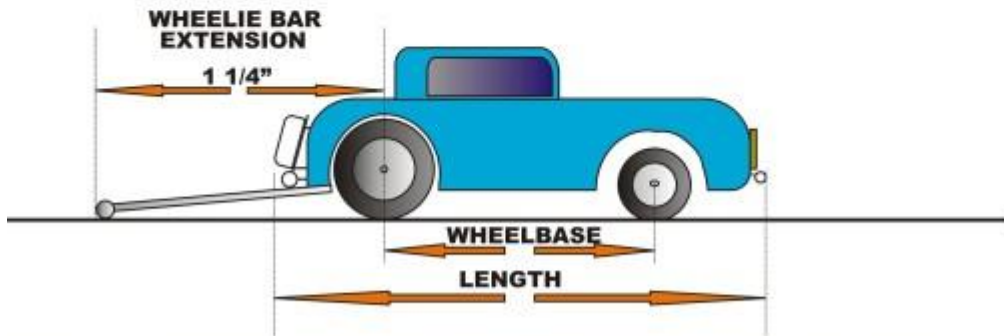
MEASURING TRACK AND WIDTH



TRACK IS THE MEASUREMENT FROM OUTSIDE OF ONE TIRE TO THE OUTSIDE OF THE OPPOSITE TIRE.

WIDTH IS THE MEASUREMENT AT THE WIDEST POINT OF THE CAR

IN CASE ONE THE TRACK AND THE CAR WIDTH DIFFER. IN CASE TWO THE TWO DIMENSIONS MEASURE THE SAME.



- NOTES:** (1) MAXIMUM WHEELBASE FOR GASSER IS THE LONG WHEELBASE POSITION ON THE T-JET TYPE CHASSIS. USE THE 'PROPER' WHEELBASE LENGTH (PROVIDED STOCK AXLE HOLE) FOR CAR TYPE.
(2) NO MAXIMUM LENGTH HAS BEEN SET FOR GASSER CLASS.
(3) WHEELIE BARS ARE A MEASURED INDEPENDENTLY FROM OVERALL CAR LENGTH.

Guidepin: Only one guide-pin, in original location, is permitted. Guide-pin retaining screw is not required, and pin may be secured additionally with glue, or heat-bonded to chassis. Any guide pin which does not “bottom out” in the slot is permitted.

Gears: Any gear ratio is permitted. After market lightweight gears, or billet type gears, are not permitted. Gears may be polished and ‘lapped’ but polishing may not excessively lighten the gears. Plastic gears may be used. Crown gears may be aftermarket of similar material to stock.

Magnets. Motor: Any production Aurora, Johnny Lightning, or Auto World magnet presently available and designed for first generation (non- magnatractor) T Jet TYPE chassis is permitted in Gasser competition. Magnets may be shimmed. Acceptable shim material includes, but is not limited to, brass sheet/foil, aluminum sheet/foil, cardstock, and tape. Specifically prohibited are ferrous materials and magnetic material. Auto World/ JL Magnets may be lightly sanded to allow fitment to Aurora chassis only. Magnets may NOT be reshaped, Cut, re-arched or otherwise altered. Magnet keepers may not be altered in any way. The keeper is any surface which normally contacts, restricts and holds the magnet itself, excluding the top plate. NTRA recommends NO TOOL MARKS in these areas.

Magnets, Traction: Dot magnets, strip magnets or small bar magnets may be used as traction-aid devices. These magnets may be of ceramic, polymer, or rare earth type. Magnets may not touch the track. Traction magnets must be securely mounted to the chassis bottom, or the front chassis well area. (just behind or near the front axle on the top side of the base chassis) Magnets may NOT be attached to the sides or in a way that would be deemed to affect MOTOR MAGNET strength. Magnets may NOT be attached to the wheelie bar assembly, nor may they be part of the pick-up assembly.

Pickups: Any pick-up originally designed for any T jet type chassis is permitted. Pick ups may be modified, but must employ the original mounting system. Minor modifications to extend and/or limit pick-up travel are permitted. Pick-up braids (attached to the pick up by soldering) are permitted. Shunt wires may be used.

Tires: Front tires shall properly fit class legal front wheels. Touching tires is the ultimate goal but local ground rules may permit NEAR TOUCHING tires at the meet directors discretion.

Tires REAR: Tires must be BLACK. After- market racing tires are permitted. All four Tires must be of sufficient diameter so as to contact track when car is in a normal on –track attitude. (note: front tires need only be close to touching at Meet director’s discretion.) Tires may be bonded to the wheels. Minimum diameter .382”. Maximum diameter allowed is .485” Maximum tire width shall allowed is 9/32.” (.28125)

Tires may be of constructed of any material. This includes Silicone, rubber, Foam, coated foam and any other proprietary blend offered to the HO race market in general and readily available. White wall tires are permitted. Tire gels, applications, glues etc, or any other product applied to a tire surface to enhance traction, that leaves a residue on the track surface or is visible on the tire surface is prohibited. None of these type products are allowed in the pit area. This does NOT preclude the use of permanent or semi-permanent silicone coatings applied as part of the tire construction.

Wheels, REAR: After Market aluminum or mag type wheels are permitted. Wheels should be similar to a prototype wheel. Wheel size is not limited per se , but well should accommodate a legal tire in a normal mounting fashion. Delrin wheels are now permitted. Such wheels and any 'dish type' or flat plate type wheel face. must be painted silver, magnesium, black, or matching body color. Decal inserts are welcome devices to mimic a prototype appearance.

Wheels, Front. Front wheel may be of smaller diameter and tread than stock T JET. Wheels should have a reasonable scale appearance and properly mount tire in compliance with the tires touching or near touching rule as outlined under "Tires, Front."

Wheelie Bars: Wheelie bars are highly recommended. Wheelie bars should be reasonably scale in appearance. Maximum permissible diameter of the 'wheel' portion is .100." **Overall length of the wheelie bar complex shall not exceed 1 1/4" (1.25" as measured from the REAR AXLE CENTERLINE to the extreme end of the apparatus.** Wheel-stand control devices must be constructed and designed so as to prevent short-circuiting the electrical track rails. Wheel-stand control devices shall be constructed in such a way as to preclude the likelihood of track damage. No part of the wheelie-bar assembly may be constructed so as to penetrate the guide slot in the manner of a guide pin. Maximum allowable width of wheel-stand control devices is 3/8" (.375) at the widest point.

Windows: Front and rear windows (glass) are required. Windows may be clear, tinted or opaque. Opaque windows must be painted a glossy black or silver. Molded in windows must likewise be painted gloss black or silver. Windows may be styrene, lexan, acetate, or similar materials that take a gloss finish. Side windows are optional. Clear windows may be painted from the inside, in dark colors (near black or black) to simulate

Tires: Front tires shall properly fit class legal front wheels. Touching tires is the ultimate goal but local ground rules may permit NEAR TOUCHING tires at the meet directors discretion.

Width Overall: The maximum width for any Gasser entry is 1.4" at the widest point. The maximum track width is 1.3" inches.

THIS POSTING IS THE INITIAL RULES POSTING. QUESTIONS AND CLARIFICATIONS WILL BE HANDLED FOR A LIMITED TIME, POSSIBLY 10 DAYS, TO ENSURE ACCURACY AND FAIRNESS AS WELL AS PRACTICALITY TO BUILDERS AS WELL AS TECH CREWS.

AT SUCH ANNOUNCED TIME THE RULES WILL BE CONSIDERED FINAL. RULES ARE INTENDED TO CLEARLY DELINEATE THE FIELD THAT ALL COMPETITORS MUST ADHERE TO. WILLINGNESS AND CONSENT COMPLY WITH THE RULES LISTED HEREIN IS IMPLIED BY ENTRY OF ANY CAR TO ANY NTRA EVENT.

GASSER CLASS IS CONSIDERED A STEPPING-STONE CLASS TO SOME OF THE MORE RADICAL CLASSES THAT NTRA OFFERS OR MAY OFFER. RULES ARE THEREFORE PARTLY CONSTRUCTED TO LIMIT OVER ALL RACE VEHICLE COSTS.

In the spirit of good Sportsmanship the NTRA hopes every builder can stay within the guidelines set down here, if you encounter a gray area please contact us for a clarification.