

Misfits Slot Car Club — Flexi Rules

Updated September 2026

1. Racer input

Every MSCC racer has a voice in developing the rules and procedures. The raceway owners welcome racer input because racers and raceways depend on one another.

2. Series and race procedures

Host raceways should encourage local racers to participate at home and at other raceways, accommodate large groups, and attract local and traveling racers.

2.1 Approximate race-day schedule

Check with the host raceway for the current schedule. The host will set a lunch break and announce when racing resumes.

Time	Activity
8:00 a.m.	Raceway opens; practice begins for all classes
9:00–9:30 a.m.	Class 1 tech
9:15 a.m.	Track power off
9:30–11:30 a.m.	Class 1 qualifying and race
11:30–11:45 a.m.	Class 2 practice only
11:45 a.m.	Track power off
11:45 a.m.–noon	Class 2 tech
Noon–2:00 p.m.	Class 2 qualifying and race
2:00–2:15 p.m.	Class 3 practice only
2:15 p.m.	Track power off
2:15–2:30 p.m.	Class 3 tech
2:30–4:30 p.m.	Class 3 qualifying and race

2.2 Mains and qualifying

When entry counts permit, a class will have multiple mains, each with its own podium. Results from the mains will be combined for the overall class result. With eight or more entries, qualifying seeds racers into mains based on the fastest lap in a 60-second qualifying period.

Entries	A/B/C split	Entries	A/B/C split
8	4/4	17	8/9
9	5/4	18	9/9
10	5/5	19	9/10
11	6/5	20	10/10

Entries	A/B/C split	Entries	A/B/C split
12	6/6	21	7/7/7
13	7/6	22	8/7/7
14	7/7	23	8/8/7
15	8/7	24	8/8/8
16	8/8	25	8/8/9

With fewer than eight entries, the raceway owner may use the format above or a round robin. A round robin has random lane assignments and one podium.

2.3 Race format and track calls

All classes race two minutes on and two minutes off. Each racer may request one courtesy track call per race for an emergency repair caused by a turn marshal or race director error, such as placing a car in the wrong lane, crushing a car, or failing to shut off the track promptly for a rider. The race director restarts the race 90 seconds after repairs begin, or sooner if they finish. Repairing another car beyond what a turn marshal may do uses that driver's courtesy call too. Courtesy calls cannot be used for other repairs or adjustments.

2.4 Ties and track position

If cars have equal laps and their order on the track is unclear, as determined by the race director or race program, a coin toss resolves the tie. This also applies when results from separate mains are combined. For a car in an earlier main, mark the front bumper position with a sticker on a track rail. Without a sticker, the position is the beginning of the section reported to the race director. If no section is marked or reported, the position is the beginning of the lap.

2.5 Fees

Entry is \$15 per race. The race-day pit pass is waived. Practice rates on other days follow the host raceway's policies.

3. General technical rules

Parts must have been available through ERI or Eagle Distributing by December 31, 2025, and remain readily available from manufacturers during the year. Later releases require approval for the next season. Parts made specially for a racer or group and unavailable to racers generally are prohibited.

- Drivers are responsible for legality throughout the race. Cars may be inspected during or after racing. The tech director's rulings are final. Only one car per driver may be teched per class.
- Use nonmetallic lane-change cards or position markers between heats. For a sit-out, mark the position with a lane sticker and return the car to the designated area. Do not work on it during the sit-out; retrieve it at the start of the lane change when returning.
- No axle ball bearings or hollow axles. Use one guide flag. Manufactured parts may be modified only as expressly permitted in a class rule.
- Maximum rear track and chassis width: 83 mm (3.268 in.). Maximum body width: 84 mm (3.307 in.), excluding clips and pins. Maximum rear tire diameter: .800 in.; maximum tire width: .81 in.
- Minimum clearance under rear axle and gear: .047 in. at the start and .039 in. thereafter. The host raceway may set a different flat-track clearance.
- No motor changes during a race. The rear motor mount may be modified for motor fit and gear clearance, but some of the mount must remain. Chassis and pans may be reinforced; do not grind a chassis to reduce weight. Front axle uprights may be bent horizontal or removed. Tape may be applied above or below the chassis; pin tubes may be added. The motor may not extend below the chassis plane. Rear bushing holes may be modified for ride height. Weight may be placed in the guide blade.

- Sticker front wheels are permitted. Physical front wheels must be made for scale racing, have a metal or molded plastic hub and rubber tire, and measure at least .500 in. in diameter; stamped wing-car tire substitutes are prohibited. Rear tires may be changed during a race only if a tire or wheel is damaged beyond repair.
- Windshields must be clear and part of the original body. Front wheel wells must show a sticker wheel or be transparent so front wheels can be viewed from either side. Bodies must be opaque from above on the tech block, show three appropriately sized and placed race numbers, and retain an uncut top. Exterior hand-drawn or marker numbers are prohibited; interior numbers are allowed. Minimum body stock thickness: sold as .007 in., except where a class specifies otherwise.
- Only mass-produced, formed steel chassis that are stamped/blanked or laser/water-jet cut and included on the approved list are legal.

3.1 Approved chassis — DTM, NASCAR, LMP, GTP

Manufacturer	Approved models
Champion	Turbo-Flex (420)
JK Products	Cheetah 11 (C40, C41, C45); Cheetah 21 (C21, C55); Cheetah X24 (C24); Cheetah X25 (C25); C43 Aeolos (C26)
Mid-America	Gemini (216, 216N, 218C)
Mossetti	Avenger, Avenger X, Avenger Air, Avenger II; Defender, Defender II, Defender Legacy; Striker, Striker II
Parma	Flexi-Kar / Flexi 1 (426)

3.2 Approved Indy chassis

JK Products Cheetah F1/Indy Wide C35; Champion/Parma/Mid-America C3223X Indy Wide.

4. Indy Wide

- **Motor:** Mid-America GRC/Stomp MID611 or JK Hawk 25 JK303025. The raceway may choose a different motor: Chicagoland CR102 or Mid-America Road Runner. Motors must be unopened and untampered with.
- **Chassis:** Approved Indy chassis. Bushing holes may be modified for ride height; bushings may be soldered. Lead weight may be added on top and the chassis may be reinforced.
- **Tires and axle:** Maximum rear tire diameter .790 in.; minimum front tire diameter .750 in. No speed rubber or Kelly Bulldogs. Solid steel 3/32-in. rear axle.
- **Gears:** Raceway-selected pinion; 34T, 35T or 36T spur, 64 pitch.
- **Body:** Approved body; reinforcement permitted. Minimum stock thickness: sold as .010 in.

Approved bodies: Mid-America/Champion/Parma Speedway Wide C1284B; JK F1/Indy Wide B2B and 2025 Wide B172B; Kelly Racing Indy; Ralph Thorne Racing Indy 1284B.

5. DTM

- **Weight and motor:** Minimum 92 g throughout the race. Chicagoland CR102 or Mid-America Road Runner, unopened and untampered with.
- **Chassis:** Approved chassis. Pans and center sections may be exchanged within the same manufacturer. Rear bushing holes may be modified for ride height; lead weight may be added on top; reinforcement is permitted. No other chassis modifications.
- **Tires and axle:** Maximum tire diameter .800 in. No speed rubber or Kelly Bulldogs. Solid steel 3/32-in. rear axle.
- **Gears:** 14T pinion; 34T, 35T or 36T spur, 64 pitch.

- **Body and interior:** Approved body. Retain some front turn-down and 1/8 in. at the rear. Minimum stock thickness: sold as .007 in. Fit an appropriately painted, molded 3D plastic interior to the body with no holes or cutouts; chassis and track must not be visible directly from above.

Approved 4-in. bodies: Mid-America Audi MID963, Peugeot 308 MID971, BMW MID960; Kelly Racing Corvette, Mercedes, BMW; Outisight Mercedes OS 550A; Ralph Thorne Racing NSX RTR124, BMW M6 RTR1291; Red Fox Corvette ISRAVETTE7, Mercedes, Audi; JK Mustang B168A/B.

6. 4-in. NASCAR

- **Weight and motor:** Minimum 92 g throughout the race. Chicagoland CR102 or Mid-America Road Runner, unopened and untampered with.
- **Chassis:** Approved chassis. Pans and center sections may be exchanged within the same manufacturer. Rear bushing holes may be modified for ride height; lead weight may be added on top; reinforcement is permitted. No other chassis modifications.
- **Tires and axle:** Maximum tire diameter .800 in. No speed rubber or Kelly Bulldogs. Solid steel 3/32-in. rear axle.
- **Gears:** 14T pinion; 34T, 35T or 36T spur, 64 pitch.
- **Body and interior:** Approved body. Retain at least 1/16 in. of front bumper or splitter and 1 in. of material across the rear. Minimum stock thickness: sold as .007 in. Fit an appropriately painted, molded 3D plastic interior to the body with no holes or cutouts; chassis and track must not be visible directly from above.

Approved bodies: Mid-America Mustang 945; Kelly Racing Daytona COT 1875; Outisight OS-237 COT; Ralph Thorne Racing Titan, Titan COT; Red Fox Dodge COT SC45C; all JK 4-in. NASCAR bodies.

7. LMP

- **Weight and motor:** Minimum 82 g throughout the race. Chicagoland CR102 or Mid-America Road Runner, unopened and untampered with.
- **Chassis:** Approved chassis. Pans and center sections may be exchanged within the same manufacturer. Rear bushing holes may be modified for ride height; lead weight may be added on top; reinforcement is permitted.
- **Tires and axle:** Maximum tire diameter .800 in. No speed rubber or Kelly Bulldogs. Solid steel 3/32-in. rear axle.
- **Gears:** 14T pinion; 34T, 35T or 36T spur, 64 pitch.
- **Body and interior:** Approved body. Retain some front turn-down and 1/8 in. at the rear. Minimum stock thickness: sold as .007 in. Closed cockpit cars need an appropriately painted, molded 3D plastic interior attached to the body; open cockpit cars need an appropriately painted 3D driver.

Approved bodies: JK Bravo Concept LMP B166A/B, Mazda Dyson B113A/B, Lola w Rib B114A/B, Audi RSC 99 B86A/B, Lamborghini SC63 B169A/B; Kelly Racing Eagle LMP 1852A/B; Mid-America Porsche 919, Toyota 950, Toyota High Downforce 962HD, Mercedes 959; Ralph Thorne Racing Orca 125A/B.

8. GTP

- **Motor:** Mid-America Eagle or Road Runner; JK Hawk 7; Chicagoland CR102. Motors must be unopened and untampered with.
- **Chassis:** Approved chassis. Pans and center sections may be exchanged within the same manufacturer. Rear bushing holes may be modified for ride height; lead weight may be added on top; reinforcement is permitted.
- **Tires and axle:** No speed rubber or Kelly Bulldogs. Solid steel rear axle.
- **Gears:** Open ratio; 64-pitch gears only.
- **Body and interior:** Approved body. Do not cut into its top surface; retain some front and rear turn-down. Minimum stock thickness: sold as .007 in. A stick-on driver decal is sufficient; other interior styles and materials are permitted.

Approved bodies: Kelly Racing Falcon 1874A/B; Mid-America Evolution 953, Speed Max 954; Outisight B3 OS-363, Bentley OS-069 (2002 “HI SPEED” version); Ralph Thorne Racing Revolution 1275-2, Viking 96-21; JK Dagger Concept GTP HD B167A, Ultimate Peugeot 908HDI B25A/B.