



SLOT RACING
COMPETITION CATEGORY

D P M

OFFICIAL
HOMOLOGATIONS LIST
ATTACHMENT J

FOR TECHNICAL REGULATIONS CARS 1/24

2009

Version 3.5

J. HOMOLOGATIONS LIST "DPM" COMPETITION CLASS



Homologations list as attachment J to the technical regulations for the official Slot Racing car category „DPM“ class in 1:24 scale. Updated terms are printed in **bolded letters!**

Version 3.5 / Status: January 20st, 2009.

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jb. BODY „DPM“

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jc. RACE CAR „DPM“

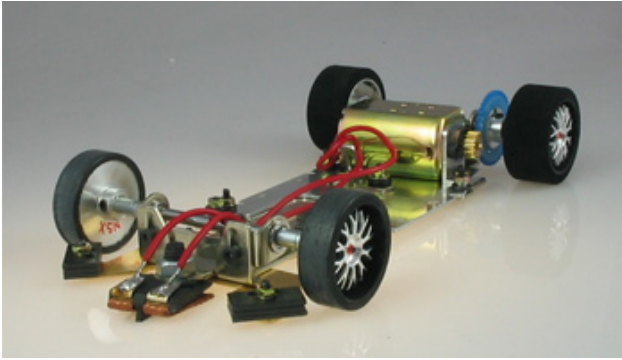
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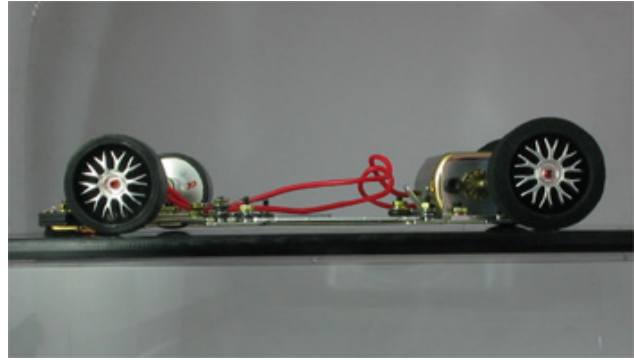
ja. CHASSIS „DPM“

jaa. COMPLETE CHASSIS AND CHASSIS ASSEMBLING

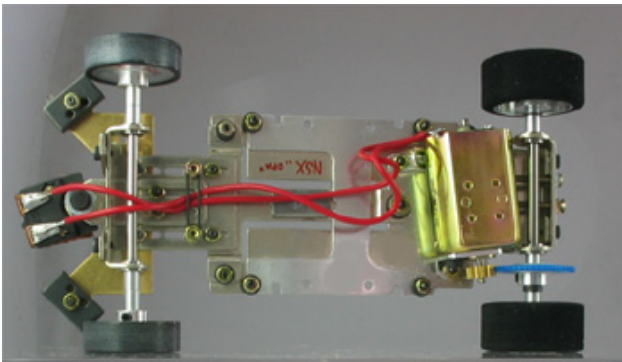
Fully assembled Excel „ProRacing“ Chassis Ref.-No.: PF.1300KX (chassis), PF.9611 (pre-assembled chassis plus accessories) or PF.9700GT (pre-assembled chassis as complete set including hubs, motor, tires etc.) shown here with optional handlingskit fixed on the front axle mount (pictures 1 to 6). The handlingskit can optionally be fixed in both directions facing front- or backwards.



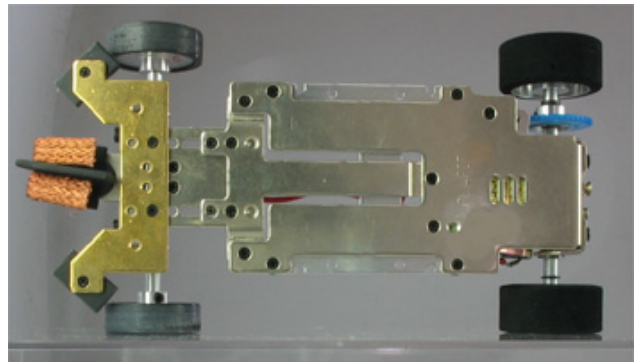
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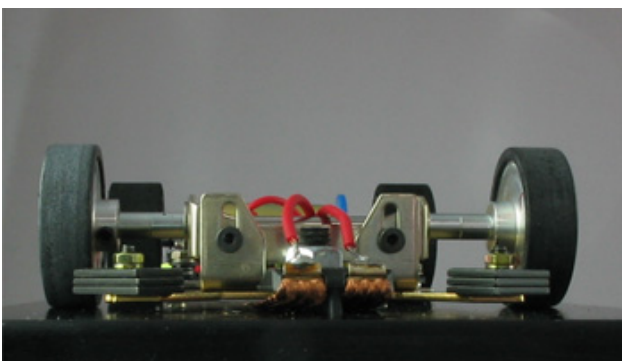
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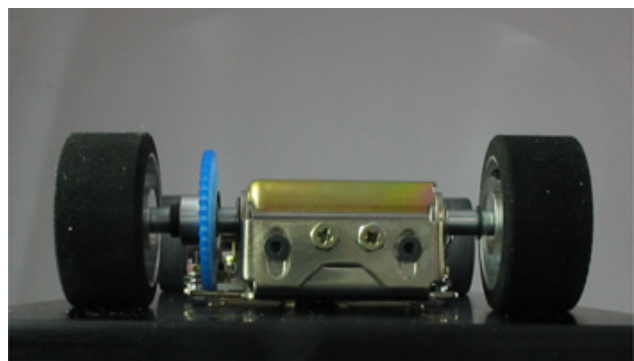
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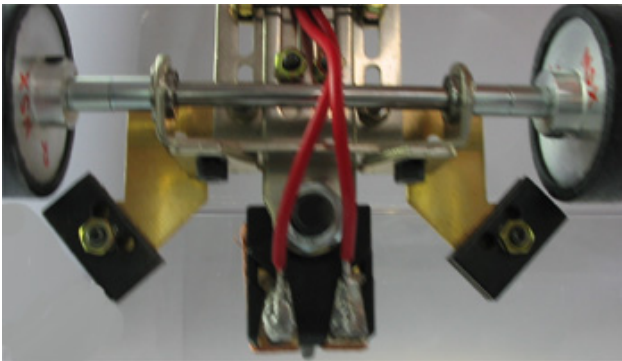
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Motorsports For Model Raceways

Mounted handlingskit. Steel (PF.1314) or brass version (PF.1314BX) can be optionally used with added on ballast plates (PF.1314B, PF.1314CP, PF.1314CPB or PF.1314CP2). The front axle holder can be mounted in both ways (faced upside or downside), and can also be fixed in both directions(faced front or back side (as shown on picture 7) by mounting at the front or rear of the fixing support.

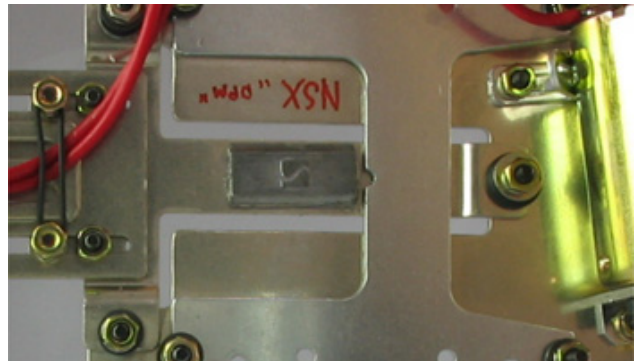
Possible fixing method of the motor wires behind the front axle carrier. Picture also shows additional lead weight mounted on top of the „T-Bar“ (picture 8).

Motor mount bracket in silver steel (PF.1309N) or aluminium (PF.1309X) version can be used optional. Picture shows secured motor fixing by using a motor stay support wich is bended in shape (picture 9).

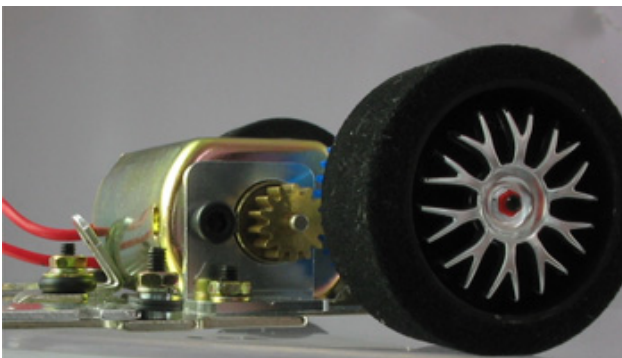
Motor fixing in the chassis can be done by additional use of long screws (secured by nut and spring washer) fixed through the rear axle carrier (picture 10).



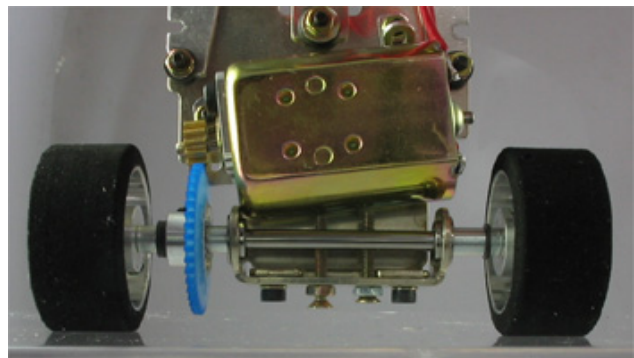
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ja. CHASSIS „DPM“

jab. CHASSIS, ACCESSORIES AND OPTIONS

Only Plafit „Excel“ ProRacing silver steel Chassis (see picture 1) Ref.-No.: PF.1300KX (chassis), PF.9611 (pre-assembled chassis plus accessories) or PF.9700GT (pre-assembled chassis as an complete set including hubs, motor, tires etc.) is allowed to use. A „mix of parts“ including chassis parts from other chassis types or made in a different material are not allowed.

All chassis mounting parts like screws (in the case of screws the longest useable conehead screw can not extend a max. length of 10mm), washers, nuts, spacers including axle spacers are free to choose as long as these parts are unmodified (for example the thickness of screw heads is not allowed to be reduced in size) standard equipment available from the Plafit range (picture 2). Other parts or parts made in other materials are forbidden to use.

One single Handlings Kit PF.1314 in steel (picture 3) or PF.1314BX in brass (picture 4) can optionally be fixed in both directions on the underside of the front axle mount support. The quantity of additional weight plates PF.1314B (picture 5), 1314CP/1314CP2 (picture 6) or 1314CBP (picture 7) for fixing on top of the Handling Kit is free to choose. The weight plates can also be screw fixed on the mounting holes on both front and rear axle holders, but not between the the axle holders and the chassis mountings. All weight plates must be screw fixed, glueing is not permitted. Otherwise additional trim ballast is only allowed in form of lead weight (picture 8) wich has to be mounted on top of the chassis (including the top of „T“-bar and „H“-subframe plate). All lead weight must be fixed in the way that no weight is extending outside the given shape of the chassis and have to be invisible from underside view. Also lead weight can not be used on the Handling Kit.

Springs are allowed to use only on both sides at the front of the „T“-bar. Also the „T“-bar can be fixed without the use of springs (only at the front end) and/or without the use of the „O“-ring (optionally at front and rear fixings). The springs in soft PF.1320, medium PF.1320A or hard tension PF.1320B (picture 9) can be used.

The body mount subframe („H“-plate) must be unmodified original but can be used in standard PF.1310 (picture 10) or thin version PF.1310B (picture 11). The subframe can be fixed flexible or inflexible (rigid) on the chassis main plate. The body mount plates (PF.1307N) can only carry two screws on each chassis side (for fixing on the H-plate).

Optionally allowed for use are two different body holders PF.1224N in silver steel (picture 12) or PF.1224CP in brass (picture 13)). That means always a single holder per side is allowed, but the same type must be used on both sides. The body holders can be formed when obligatory needed to mount the body on the chassis. Only the necessary fixing parts are allowed to be used in combination with the body holders. The mount plates (PF.1307N) plus holders (PF.1224N or PF.1224CP) must be fixed on top of the subframe („H“-plate PF.1310 or PF.1310B) as standard equipped (picture 1). The use of spacers between the mount plates and subframe is allowed.

As optional guide holders the short PF.1302N (picture 14) and long type PF.1313N (picture 15) or the formed version PF.2610N (picture 16) can be choosen. The formed guide holder can be mounted with the bended guide fixing hole in both ways (faced up or downside). The guide (picture 17) – only one guide per car – including fixing nut plus washers (picture 18), braids and additional clips to solder on the motor wires (picture 19) and also the motor wires are free to choose.

All chassis components (including the motor mount bracket) are allowed to be adjusted (genuine guide holders can be formed by bending) and to fine sandpaper for an extra perfect fit. The front axle mounting bracket carrying the ball bearings can be mounted in both ways (up- and downside) and also on front or rear side of the axle bracket fixing support. In addition to the standard fixing the motor can be secured by using one or two additional long screw(s)/washer(s)/nut(s) threaded through the rear axle mounting bracket (picture 20).

All modifications resulting in a lower weight are not allowed. Chassis components (including motor mount bracket) are allowed to be adjusted and to fine sandpaper the surface for an extra perfect fit. The front axle holder can be mounted in both ways (faced upside or downside), and can also be fixed in both directions (faced front or back side) by mounting at the front or rear of the fixing support. Only genuie SIGMA ballbearings SG.8261 (picture 21) are allowed for use. The ballbearings can be optionally glued in place. The enlargement of the ballbearings mounting holes in both front and rear axle holders is forbidden. The use of SIGMA security nuts SG.8713 (picture 22), fine spacers SG.8225, SG.8226, SG.8227 (picture 23) and wheel stoppers SG.8220 (picture 24) is allowed. The front and rear axles (picture 25) are free to choose as long as they made of a single piece solid steel with an outer diameter of 3mm.

The use of additional magnets for example as „variable to fix“ chassis ballast or in any kind of other arrangements giving a magnetic ground effect (resulting in better roadholding on tracks with steel power rails or magnetic track braids) are strictly forbidden.

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jac. MOTOR AND PARTS

As motor only the typ „Bison“ PF.8896 – a high torque 5 pol engine, providing 20000rpm at 18 volts – (picture 26) as standard engine is allowed. The motor wires (picture 27) are free to choose. The wires also can be optionally guided by a loop behind the front axle.

Optionally the motor mount bracket made in silver steel PF.1309N (picture 28) or aluminium PF.1309X (picture 29) are allowed for use. The motor must be be fixed by screw(s) only. The motor stay PF.1311 (picture 30) can be mounted in a formed way by bending to allow a perfect motor fixing. The use of heat absorbing paste etc. is forbidden.

Note: The “Bison” Motor is standard equipment in the complete GT Chassis Set (PF.9700GT).

jad. GEARS

Only SIGMA (picture 31) **including the NEW RACING** or SCALEAUTO (picture 32) **including the PRPCOMP RS** spur gears are allowed to use as rear axle gear. The amount of teeth is free to choose. The gear has to be kept standard. Optionally the plastic ring can be secured by glue on the changeover area to the metall boss.

The motor pinion gear (picture 33) is free to choose. A glue fixing or soldering of the pinion on the armature shaft is allowed.

jae. WHEELS

Front: Only genuie SCALEAUTO hubs SC.4003, or SC.2702P as complete wheels with tires (picture 34) in lightweight version with 8 x 4,5mm drilled holes (sizing: outer diameter 21mm, inner diameter 19,9mm, with 8mm width and 10mm total width including fixing boss) are allowed to be used.

Rear: Only genuie SCALEAUTO hubs SC.4004, or SC.2421P as complete wheels with tires (picture 35) in lightweight version with 8 x 4,5mm drilled holes (sizing: outer diameter 21mm, inner diameter 19,9mm, with 13mm width and 15mm total width including fixing boss) are allowed to be used.

Front and rear: All four wheels must touch the track surface (controlled on a flat surface). Each wheel must have a gap of min. 1,5mm (measured horziontally at axle height) as distance between the complete wheels and the body. Additional wheel inserts (made from solid plastic, metall or resin) have to be fixed inside the hubs for the whole race time. In case of a lost insert the car must stop and an insert has to be refitted again.

Note: The front wheels (SC.2702P and SC.2421P) are original equipment of the complete GT Chassis Set (PF.9700GT). Replacement tires for front hubs (for example SIGMA “Fronts” SG.8411) or rear hubs (as original compound “ProComp 3” SC.8430) are available separately.



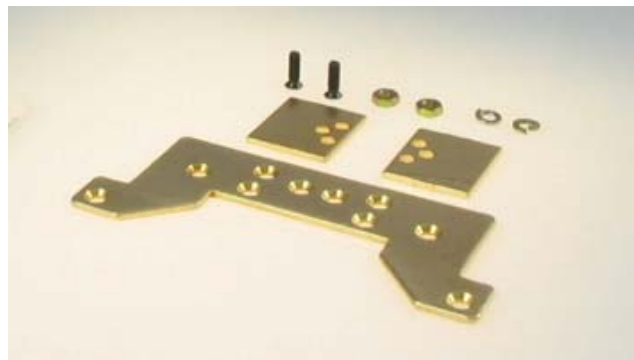
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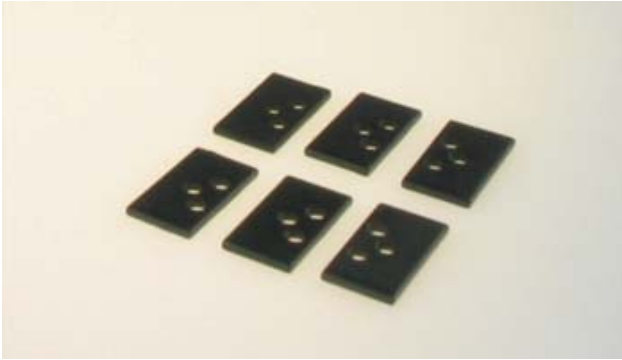


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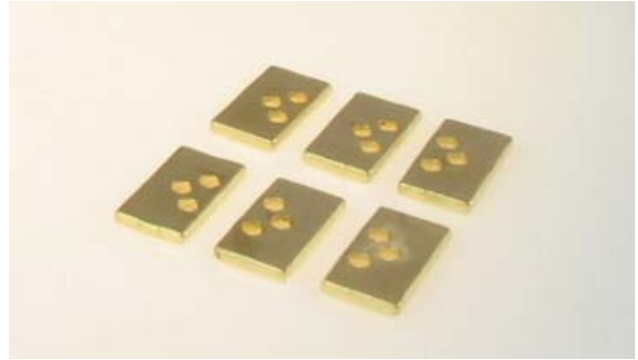


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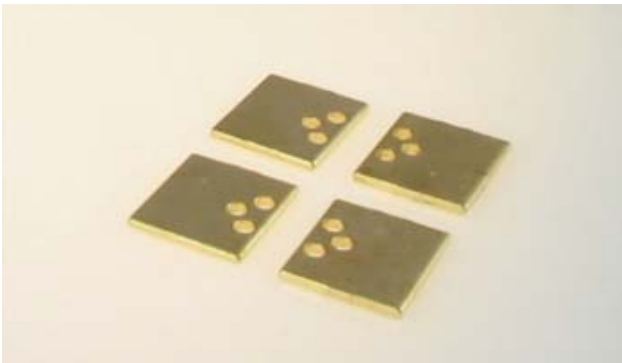
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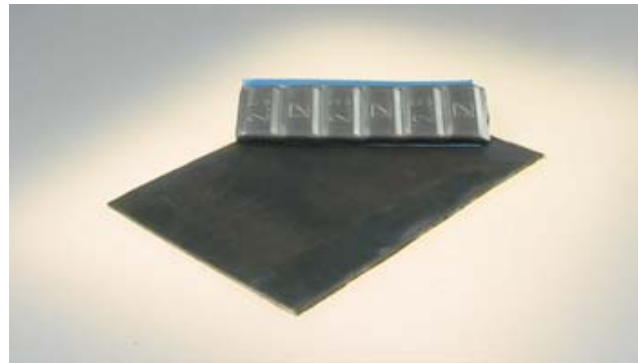
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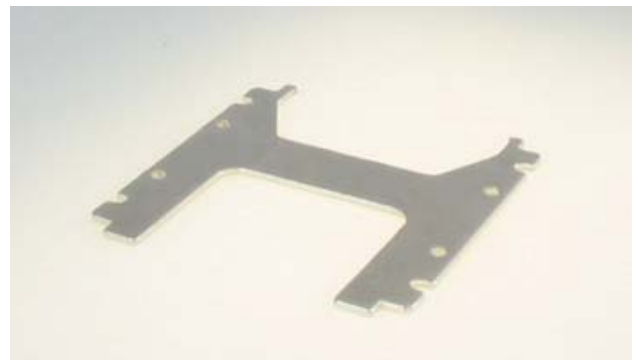
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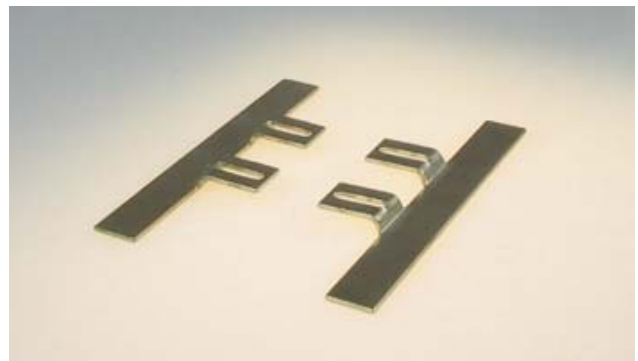
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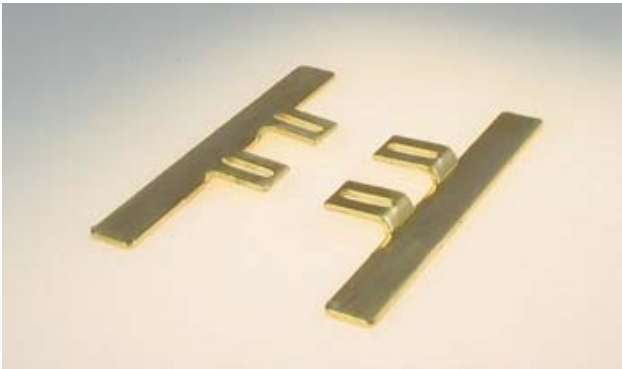


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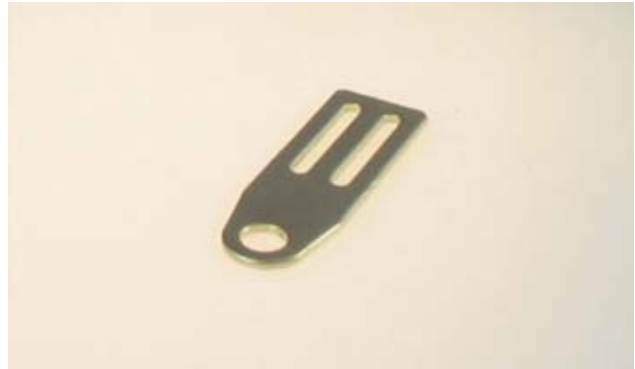


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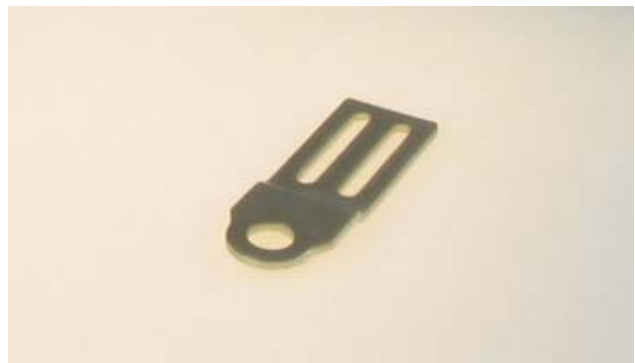
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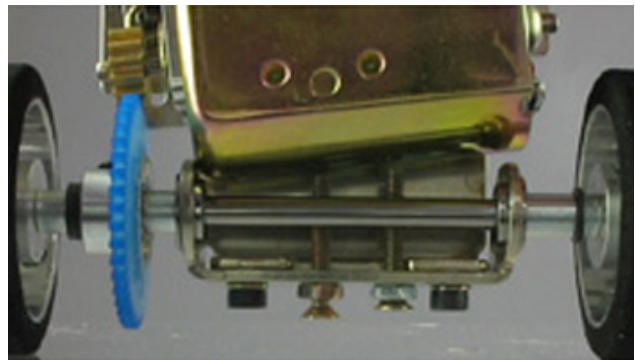
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Motorsports For Model Raceways



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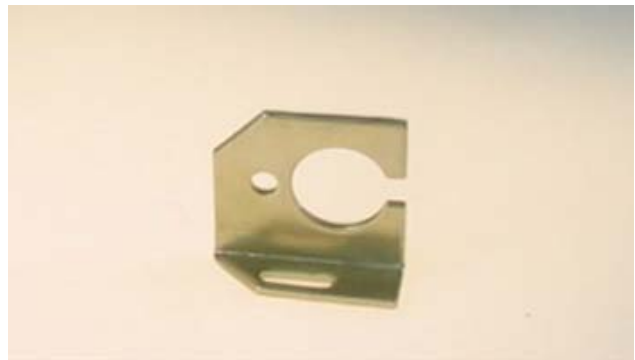
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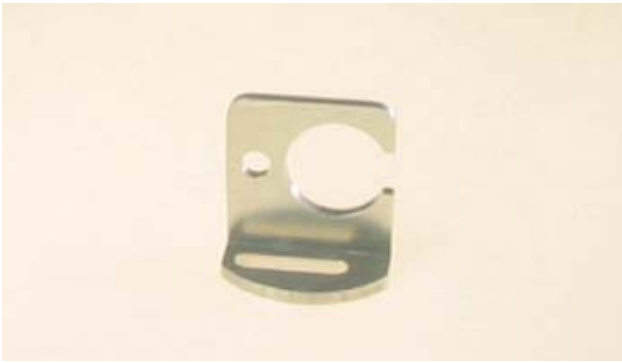


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PLAFIT ProRacing Series 1:24
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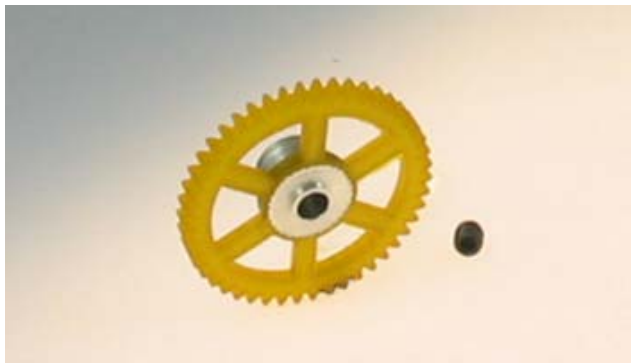
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#35



jb. BODY „DPM“

jba. APPROVAL

Only bodies which are listed on the official Homologations List for GT – bodies are allowed to use in races of the competition “DPM” class.

The approval for the use of a body is given by the Homologation Sheet. When a valid Homologation Sheet is existing the featured body will be automatically allowed for use in competition events.

Only the listed body type of the named manufacturer (from a body of a static plastic model kit or a SlotCar) are useable for race entry.

In each Homologation Sheet a manufacturers ref.-no. is listed to give an exact definition about the allowed body type.

Beside the given ref.no. also other versions – but only from the same manufacturer – with different ref.-nos., including other decorations or body versions, are useable as long as these variations are based on the same body type as listed by the ref.-no. given in the Homologations Sheet.

Valid terms for the approval of bodies

When a new and race competitive body is introduced this body will automatically replace a previous version, but only when both new and old bodies are models from the same brand of the real car manufacturer.

a) New bodies are valid to be raced in official “Pro Racing” series events (like „DPM“, „EPC“) after 6 months of the registration date of a new Homologation Sheet. Bodies which are noted in getting obsolete in the Attachment J listings can continue on to be raced for a time limit of 12 months in “Pro Racing” series events.

An earlier use of new homologated bodies in club racing or national races (but NOT in official “Pro Racing” series events) is possible, when the race organiser explicit allows the use of the body in the race informations.

b) Bodies which are not longer homologated for use in official “ProSeries” events (like „DPM“, „EPC“) are listed in the Attachment K (Body Index B) of the Homologations List.

An expanded use of bodies homologated in the Index B section in club racing or national races (but NOT in official “Pro Racing” series events) is possible, when the race organiser explicit allows the use of the body in the race informations.



jb. BODY „DPM“

jb. APPROVED BODIES

For all types of bodies allways the GENERAL REGULATIONS FOR BODIES „DPM“ class category (as listed in the Attachment J) in combination with the SPECIFIC REGULATIONS FOR BODIES „DPM“ (as given in the Homologations Sheets) are valid.

DPM CLASS GT-Body-Index

The following listed bodies are useable for racing in all competition meetings including official „ProRacing“ series events (like „DPM“, „EPC“).

<u>Homologation Sheet Code-No.</u>	<u>Body Type</u>	<u>Notes</u>
06.	<i>Porsche 911GT1 Evo</i>	-
07.	<i>Toyota Supra GT</i>	Homologation ends on 01/20/2010
08.	<i>Lamborghini Murcielago</i>	-
09.	<i>Nissan 350Z</i>	Homologation ends on 01/20/2010
10.	<i>Corvette C6R</i>	-
11.	<i>Ferrari 575 GTC</i>	Homologation ends on 01/20/2010
12.	<i>Honda NSX-05</i>	-



jb. GENERAL REGULATIONS FOR BODIES „GT“

jbca. Only mass production bodies are allowed for use. The bodies must be made in injected hard plastic material conform to 1:24 scale appearance. The body has to cover from top view the wheels, axles and all chassis parts including the guide (picture 1).

jbcb. The minimum weight of the body (including the mount plates and body holders) must be minimum 65 gram. In the case that a complete assembled body did not reach the minimum weight, additional ballast (leadweight) has to be added at the inside of the body. This additional weight must be placed under the side windows in an area of 10mm over the end of doorpanel (picture 2).

jbcc. Changes in the outside appearance of the body shape, including „modifications“ making the body wider (inclusiv an „overblown“ fixing on the body holders), lower or longer are not allowed.

jbcd. Existing glass and window screens must be made also in hard plastic material and have transparent look (picture 3) even when they are tinted. **Front and rear light covers can be colored/painted (front covers only in contrasting colors to the body, rear tail lights only in red or black).** Optional existing small side windows behind the doors and rear window wick can optionally be covered in black color (picture 4).

jbce. All parts listed in the Specific Regulations, like air intakes, mirrors and rear spoiler must be fixed on the body. Missing original mirrors can be replaced by other brands made in hard plastic/resin material. An original rear spoiler (picture 5) can optionally be replaced by a vacuumformed Universal-Rearwing from TOP SLOT TP.4007 (pictures 6 and 7). The mounting of mirrors and rear spoilers can optionally done in a flexible way, but a simple fixing by tape is not allowed. The rear spoiler can be mounted by using rubber material as long as the mounts do match the original mountings in quantity and fixing places of the original spoiler (picture 8 and 9). Optional rubber mountings can not be longer as the original width of the spoiler and not be thicker as 5mm (both sizes measured in driving direction). In general an optional fixed rear spoiler must be fixed in the same position and height as an original equipment spoiler.

jbcf. As long as particular body parts are not listed in the specific homologation sheet as a “need to mount” part, all additional and separately to mount spoiler lips or front and rear diffusers etc. can be optionally fixed. If a “need to be mounted” parts as spoilerlips and diffusers getting lost (or in the case that such parts are optionally mounted on the body to reach the minimum body weight) it is needed to re-fit such parts during the race time.

jbcg. Beside homologated, that means allowed body equipments as given by the Specific Regulations, the body including body parts are not allowed to be modified or lighten (by making materials „thinner“). At the inside of the body reinforcements (picture 10) are allowed to be glue fixed as long as they are placed in an area of 10mm over the end of the body bottom line. Reinforcements placed lower as 10mm over the bottom line can only be done by using standard mounting rubber PF.1212 or SIGMA SG.8214 (pictures 11 and 12) in combination with flexible mounting glue.

Note: A flexible mounting glue (for example HENKEL „Pattex“ oder PLAFIT „Magic Glue“) is a glue wich can be pierced by a pin and wich is also reacts as material disconnecting by the use of cleaning- / lighter fluids (for example ESSO „Tiger“).

Jbch. All body parts have to be fixed in the correct positions on the body during the complete race. This counts also for the rear spoiler, the wheel inserts and existing front, side and rear windows and body pieces wich are sized longer as 4cm and wider as 2cm. In the case that such parts are getting lost (even when the body and complete car weights are still ok) the car must stop and refit the missed parts during race time.

Not affected from the above regulation are body parts – as long as the minimum body weight is ok – wich are shorter as 4cm and smaller as 2cm. Air intake bars/front spoiler lips, air opening bars/rear diffusers and both side section of the Universal-Rearwing, including mirrors, antennas and windshield wipers have to be fixed on the body only during the qualification and at the start of the race. Lost side windows and outer/inner covers of the front lamps can be replaced during the race by handmade parts, as long as the replacements are made in hard plastic material and equal in size to the original parts. Handmade side windows have also be transparent.

jbci. As an interior only SIGMA cockpits featuring three-dimensional and correct scaled driver figure SG.9718 (left hand drive picture 13) or SG.9719 (right hand drive picture 14) are allowed to use. The drivers head can optionally replaced by an hardplastic head. The cockpit must be placed like the original inside the body while the interior can be cutted in length and width only in the size as needed to fit into the body. In bodies without a rear windows and also in bodies with a black coloured little side windows behind the drivers/passenger doors and rear window, the rear section of the cockpit can be shortened, that means can be cut away starting directly behind the end of the fromed rollbar (picture 15). Additionally the cut of the cockpit has to be done in a way that all chassis parts are covered from top view. If necessary the cockpit can be extended to the needed dimension by using thin tape. The painting of the interior and driver figure has to be done providing a realistic look.

jbci. Re-manufactured bodies or body parts (see also point jbc.) made in metall, plastic, carbon, resin (resin only allowed on replacement mirrors), GFK or vacuumformed foil (beside the cockpit and the Universal-Rearwing) or similar materials, are forbidden.

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jbck. Painting and decoration has to be done modellers like but must not be original as long as is done in a realistic way, that means has to follow common motorsport versions. Allowed vacuumformed replacement parts have to be painted in the same way as the original parts. Advertisements on the car are possible, in the case of Slot Racing related products only the brands MRRRC, PLAFIT and SIGMA are allowed. Political, religious or versions not conform with rules for the protection of minors are forbidden in all possible ways.

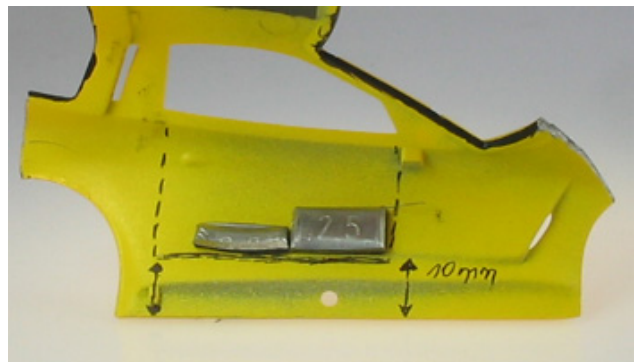
As a minimum three starting numbers must be placed on the body to allow a clear identification of the car. The starting number have to be fitted on the front and on both sides of the body.

Notes: When a special decal sheets is provided to the participants of a "Pro Racing" event the starting numbers and additional markings have to be added on the each car (from the begin of the first free practise until the end of the race meeting) matching the given guidelines (pictures 17 - 19).

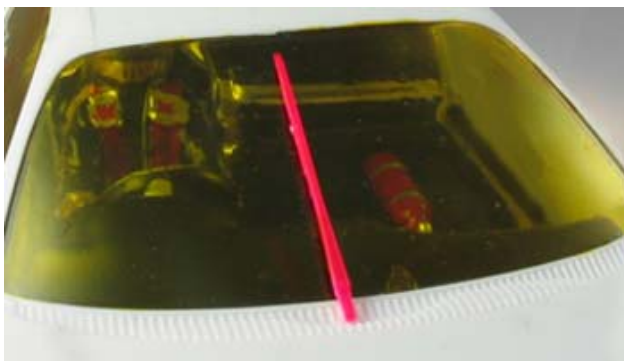
jbcl. The glue fixing of the body inside on the body mounts can be done by using the standard mounting rubber PF.1212 or SIGMA SG.8214 (picture 20 and 21) or optionally directly (without rubber) on the mountings. Glue fixing is only possible on the given area of the body mounts surface. The fixing of additional ballast - or the gluing of weight inside - is not allowed.



#1



#2



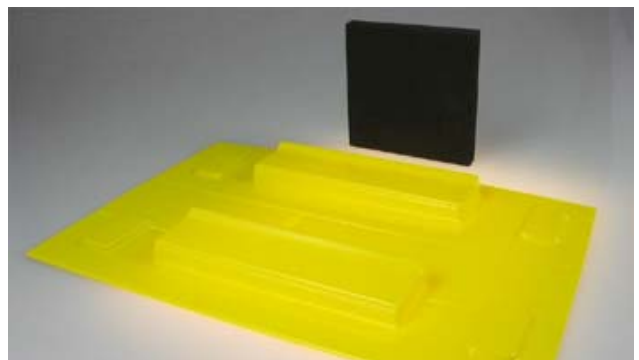
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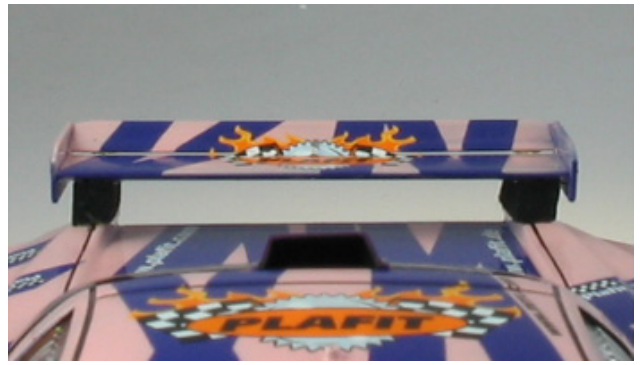


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#7



#8



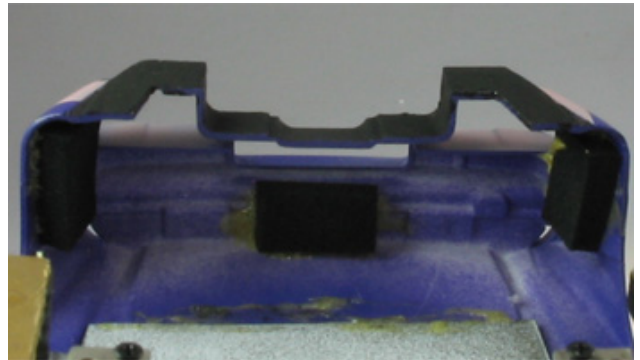
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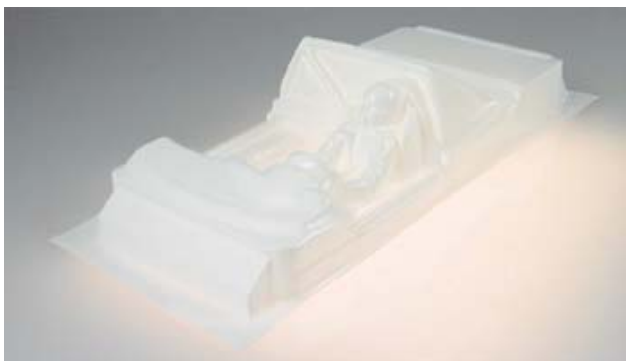
#10



#11



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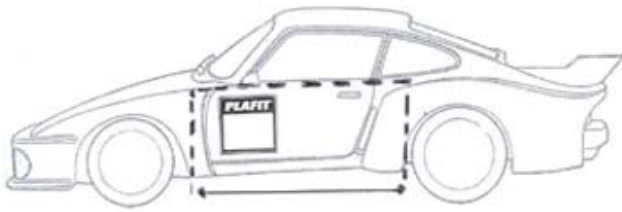
PLAFIT ProRacing Series 1:24
Motorsports For Model Raceways



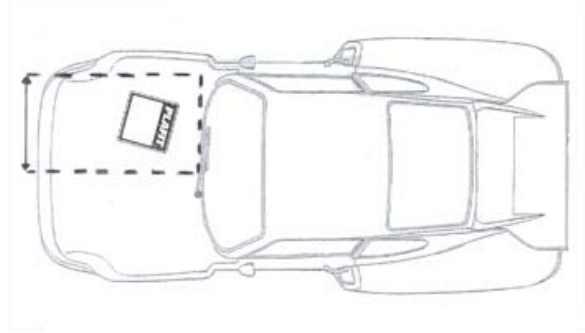
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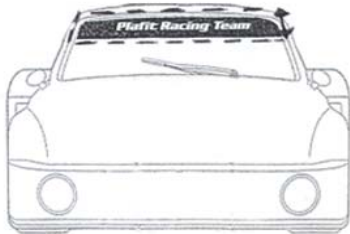
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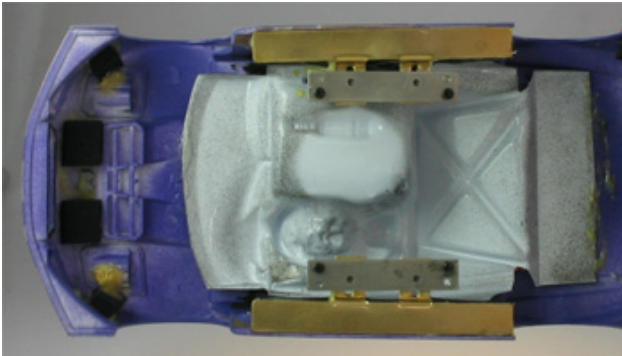
#17



#18



#17



#20



#21



jbd. SPECIFIC REGULATIONS FOR BODY „DPM“

Code 06. HOMOLOGATION SHEET **Porsche 911GT1 Evo**

Homologation Sheet for race approved bodies as an attachment J to the Technical Regulations of the official Slot Racing competition "DPM" class in scale 1:24. Status: March 1st, 2007.

a) BODY DESCRIPTION

Porsche 911GT1 Evo.

b) MANUFACTURER

Body from a static model kit made by the manufacturer REVELL under the product description „Porsche GT-1 EVO“ (Reference-Number: 12177), or the identical kit from SRP (Reference-Number: VERE24001).

Note: The ref.-no. is only given to allow a clear definition of the body type. Optional also other versions – but only from the same manufacturer – with different ref.-nos., including other decorations or body versions, are useable as long as these variations are based exactly on the same body type as by the ref.-no. listed on this sheet. The original Evo was first raced in GT1 class, but was converted after 2002 to race in GT or GTS category.

c) REGISTRATION DATE

Homologation valid due January 1st, 1999. Body approved for race entries since July 1st, 1999.

d) SPECIFIC BODY REQUIREMENTS

Beside the general regulations which are valid for all bodies (details see point jbc. GENERAL REGULATIONS FOR BODIES "DPM") the needed specific requirements for each different body type will be given in this Homologation Sheet.

Note: Please note that the colouring of body parts in the Homologation Sheet is only done to allow a better demonstration of different parts in the photos.

All pictures do only show the „minimum equipments“ of the parts who must be fixed on the body of this type. Additional detailing parts made in plastic (like antennas, spoiler lips, diffusors aso.) can be optionally mounted on the body, as long as such parts are supplied as original components with the body.

da) Body with interior cutted to needed size (picture 1).

db) Complete body without interior shown from side view (picture 2), front view (picture 3) with separate front light support and lamp (right side) and lamp covers (left side), or from rear view (picture 4) with taillight covers plus rear spoiler. Additionally the body is equipped with a separate front spoiler lip and an separate diffuser insert on the lower rear section.

dc) Body shown from inside view (picture 5) including add on parts like front and side windows, left and right front light supports, air intake and frontspoiler lip (picture 6) and rear body section with separate diffuser part in the middle (picture 7). The front spoiler lip and also the rear section including diffuser must end/begin at the wheel arche openings and must have a minimum width of 4mm (see dark marked area lines).

dd) Left and right side outer mirrors - flexible mounting possible but a simple fixing by tape is not allowed - and two wipers - positioning of the wiper is free to choose – must be existent (picture 8). The shape of the mirrors can be different to the original mirrors but must be made in hard plastic/resin material.

de) Air intake fixed on the body side (picture 09).

df) Air intake on top of the roof optionally with or without separate insert piece (picture 10).

dg) Mounting of the original rear spoiler (picture 11) on top of the cars rear end. The original spoiler can be replaced by the Universal-Rearwing (TOP SLOT TP.4007), but the universal rear spoiler must be positioned in the same place and height as the original rear spoiler is fixed on the body.

dh) Only left (Ref.-No. SG.9718) or right hand driver cockpits (Ref.-No. SG.9719) from SIGMA allowed to use as interior. The cockpit must be placed like an original look inside the body while the interior can be cutted in length and width only in the sizing as needed to fit into the body. Additionally the cutting shape (pictures 12 and 13) of the cockpit has to be done in a way that all chassis parts are covered from top view. If necessary the cockpit can be extended to the needed dimension by using thin tape. The painting of the interior and driver figure has to be done providing a realistic look.

di) Additional info about point jbcc. and correct way of measuring: **The original body width as given on built static model (measured outside to outside between the front and rear wheels arches) must stay the same size when mounted on the chassis.**



#1



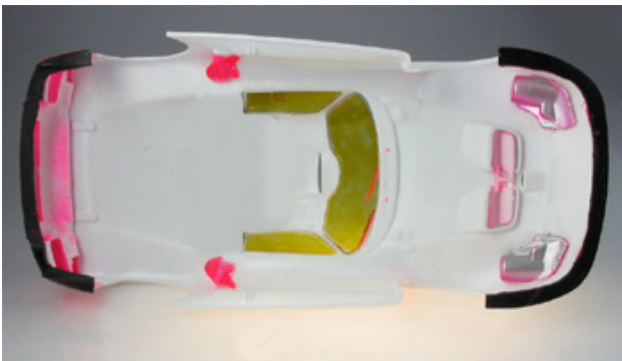
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#3



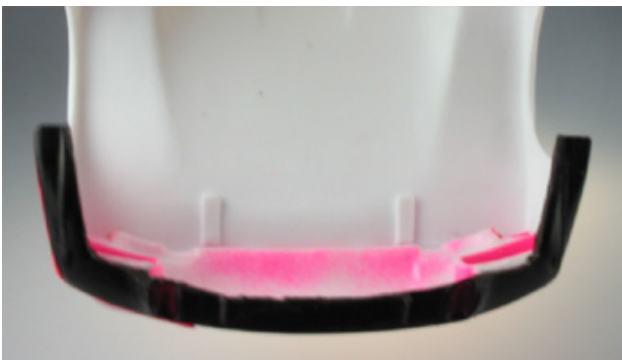
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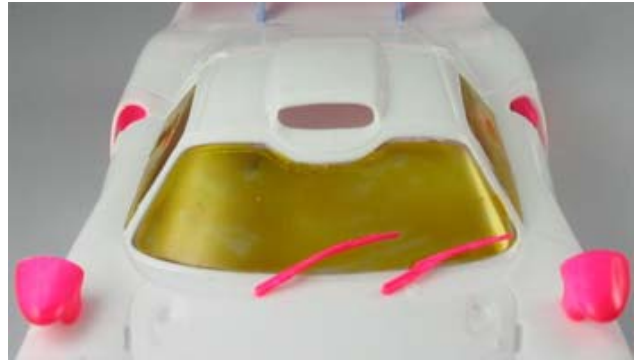


#8

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Motorsports For Model Raceways



#9



#10



#11



#12



#13



jbd. SPECIFIC REGULATIONS FOR BODY „DPM“

Code 07. HOMOLOGATION SHEET

Toyota Supra GT

Homologation Sheet for race approved bodies as an attachment J to the Technical Regulations of the official Slot Racing competition "DPM" class in scale 1:24. Status: March 1st, 2007.

a) BODY DESCRIPTION

Toyota Supra GT.

b) MANUFACTURER

Body from a static model kit made by the manufacturer TAMIYA under the product description „Tom's Toyota GT" (Reference-Number: 24163).

Note: The ref.-no. is only given to allow a clear definition of the body type. Optional also other versions – but only from the same manufacturer – with different ref.-nos., including other decorations or body versions, are useable as long as these variations are based exactly on the same body type as by the ref.-no. listed on this sheet.

c) REGISTRATION DATE

01/20/2010

Homologation valid due January 1st, 1999. **Body approved for race entries until January 20th, 2010.**

d) SPECIFIC BODY REQUIREMENTS

Beside the general regulations which are valid for all bodies (details see point jbc. GENERAL REGULATIONS FOR BODIES "DPM") the needed specific requirements for each different body type will be given in this Homologation Sheet.

Note: Please note that the colouring of body parts in the Homologation Sheet is only done to allow a better demonstration of different parts in the photos.

All pictures do only show the „minimum equipments" of the parts who must be fixed on the body of this type. Additional detailing parts made in plastic (like antennas, spoiler lips, diffusors aso.) can be optionally mounted on the body, as long as such parts are supplied as original components with the body.

da) Body with interior cutted to needed size. Long cockpit version to use in combination with a transparent rear window (picture 1) and short cockpit version only for use in combination with a black covered rear window (picture 2).

db) Complete body without interior shown from side view (picture 3), front view (picture 4) with two separate light inserts (right side) and inclusive additional front lamp cover (left side), or from rear view (picture 5) with fuel tank cover and taillights plus rear spoiler. Optional body is shown with reduced size on the lower middle section at rear end (picture 6). Additionally the body is equipped with two separate front wheel arch extenders, two small and one large air intake plus an air intake cover in the front bonnet. The air intake cover mounted on the outer side of the bonnet is an optional part and is not needed to fit.

dc) Body shown from inside view (picture 7) including add on parts like front, side or rear windows, additional wheel arch extenders on front, two small and one large air intakes. The large intake can optionally be mounted as the upper part only (picture 8) or as a complete unit (picture 9).

dd) At the lower rear end (picture 10) the middle part section can be reduced by a maximum width of 4mm (see dark marked area line) measured above direction from the body end (pictures 11 and 12).

de) Mounting supports inside the body rear end can be cutted away (picture 13).

df) Left and right side outer mirrors - flexible mounting possible but a simple fixing by tape is not allowed - and a wiper - positioning of the wiper is free to choose – must be existent (picture 14). The shape of the mirrors can be different to the original mirrors but must be made in hard plastic/resin material.

dg) The large air intake in the front bonnet can be assembled as a complete two piece unit (picture 15) or optionally as top section only (picture 16). If only the top section is used the two fins can be pushed in upright positions (picture 17).

dh) Mounting of the original rear spoiler (picture 18) on top of the cars rear end. The original spoiler can be replaced by the Universal-Rearwing (TOP SLOT TP.4007), but the universal rear spoiler must be positioned in the same place and height as the original rear spoiler is fixed on the body.

di) Only left (Ref.-No. SG.9718) or right hand driver cockpits (Ref.-No. SG.9719) from SIGMA allowed to use as interior. The cockpit must be placed like an original look inside the body while the interior can be cutted in length and width only in the sizing as needed to fit into the body. Additionally the cutting shape (picture 19) of the cockpit has to be done in a way that all chassis parts are covered from top view. When the rear window is transparent a long interior (picture 20) is needed while a shorter interior (picture 21) can be used when the rear window is covered in black, or when both small side windows (picture 22) and the rear window is black covered a short interior (picture 23) can also be used. If necessary the cockpit can be extended to the needed dimension by using thin tape. The painting of the interior and driver figure has to be done providing a realistic look.

dj) Additional info about point jbcc. and correct way of measuring: **The original body width as given on built static model (measured outside to outside between the front and rear wheels arches) must stay the same size when mounted on the chassis.**



#1



#2



#3



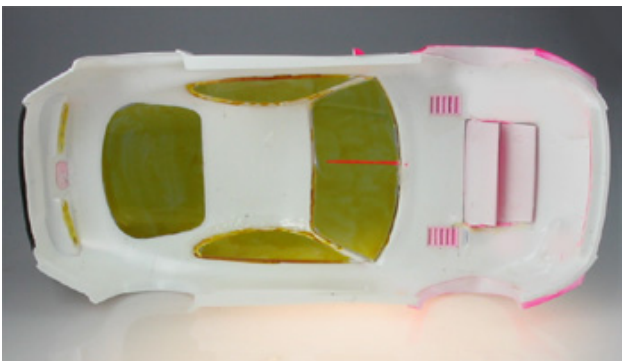
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#5

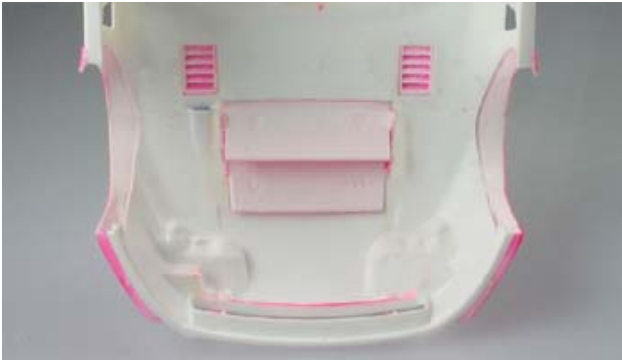


#6



#7

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#8



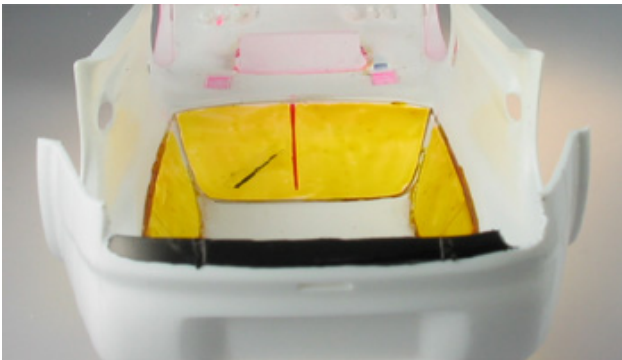
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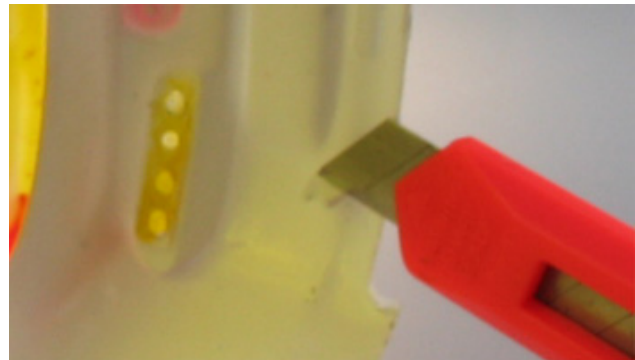
#10



#11



#12



#13

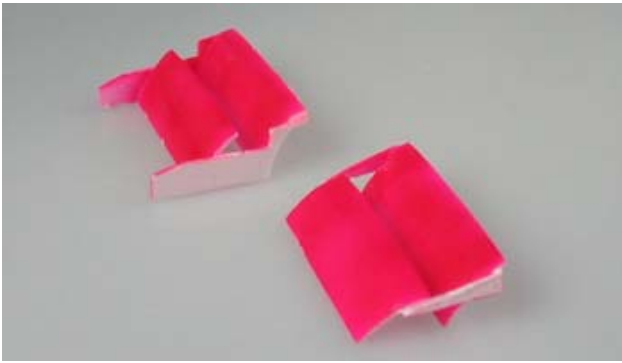


#14



#15

PLAFIT ProRacing Series 1:24
Motorsports For Model Raceways



#16



#17



#18



#19



#20



#21



#22



#23



jbd. SPECIFIC REGULATIONS FOR BODY „DPM“

Code 08. HOMOLOGATION SHEET **Lamborghini Murcielago**

Homologation Sheet for race approved bodies as an attachment J to the Technical Regulations of the official Slot Racing competition "DPM" class in scale 1:24. Status: January 1st, 2008.

a) BODY DESCRIPTION

Lamborghini Murcielago.

b) MANUFACTURER

Body from a static model kit made by the manufacturer FUJIMI under the product description „Lamborghini Murcielago“ (Reference-Number: 12196).

Note: The ref.-no. is only given to allow a clear definition of the body type. Optional also other versions – but only from the same manufacturer – with different ref.-nos., including other decorations or body versions, are useable as long as these variations are based exactly on the same body type as by the ref.-no. listed on this sheet.

c) REGISTRATION DATE

Homologation valid due March 1st, 2005. Body approved for race entries since September 1st, 2005.

d) SPECIFIC BODY REQUIREMENTS

Beside the general regulations which are valid for all bodies (details see point jbc. GENERAL REGULATIONS FOR BODIES "DPM") the needed specific requirements for each different body type will be given in this Homologation Sheet.

Note: Please note that the colouring of body parts in the Homologation Sheet is only done to allow a better demonstration of different parts in the photos.

All pictures do only show the „minimum equipments“ of the parts who must be fixed on the body of this type. Additional detailing parts made in plastic (like antennas, spoiler lips, diffusers aso.) can be optionally mounted on the body, as long as such parts are supplied as original components with the body.

da) Body with interior cutted to needed size (picture 1).

db) Complete body without interior shown from side view (picture 2), front view (picture 3) with front light supports and 2 light inserts (left side) plus separate front lamp cover (right side), or from rear view (picture 4) with rear section, taillight cover inclusive rear mesh plus rear spoiler from FLY. Additionally the body is equipped with separate front, side plus rear end panels and also has two air intake mesh covers which can optional be fitted on the front section. Optional the rear lights unit with mesh imitations can be replaced by using the vacuumformed windows/rear section from SRP Ref.-No. VEUW4001 (picture 4a).

dc) Mounting supports inside the body front and rear end can be cutted away (picture 5). Optional the windows from the kit can be replaced by using the vacuumformed windows unit from SRP Ref.-No. VEUW4001 (picture 5a). Existing window mounting pins inside the body can be cut away for fixing vacuumform-window.

dd) Body shown from inside view (picture 6) including add on parts like front and side windows unit, lower side panels, separate front section with front light supports (picture 7) and rear motor bonnet with rear panel (picture 8). The rear section must end/begin at the wheel arche openings and must have a minimum width of 4mm (see dark marked area lines).

de) Left and right side outer mirrors - flexible mounting possible but a simple fixing by tape is not allowed - and a wiper - positioning of the wiper is free to choose – must be existent (picture 9). The shape of the mirrors can be different to the original mirrors but must be made in hard plastic/resin material.

df) Front air intakes covers are optional and can be fitted by inserting the mesh grille units or without the inserts when the intake area is black covered (picture 10).

dg) Air intake fixed on the body side (picture 11).

dh) Mounting of the separate to add on FLY rear spoiler ref.-no. FY.79537 on top of the cars rear end. This spoiler must be fitted in the middle of the rear in the way that the end of the spoiler is matching the end of the car (pictures 12 and 13). The FLY spoiler can be replaced by the Universal-Rearwing (TOP SLOT TP.4007), but the universal rear spoiler must be positioned in the same place and height as the additional FLY rear spoiler is fixed on the body.

di) Only left (Ref.-No. SG.9718) or right hand driver cockpits (Ref.-No. SG.9719) from SIGMA allowed to use as interior. The cockpit must be placed like an original look inside the body while the interior can be cutted in length and width only in the sizing as needed to fit into the body. Additionally the cutting shape (pictures 14 and 15) of the cockpit has to be done in a way that all chassis parts are covered from top view. When both small side windows (picture 16a) are black covered a short interior (picture 16) can also be used. If necessary the cockpit can be extended to the needed dimension by using thin tape. The painting of the interior and driver figure has to be done providing a realistic look.

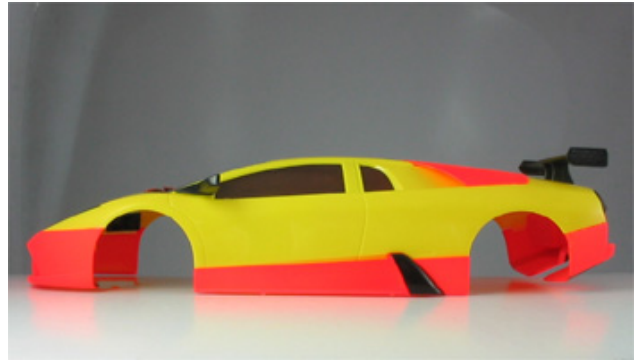
dj) Additional info about point jbcc. and correct way of measuring: **The original body width as given on built static model (measured outside to outside between the front and rear wheels arches) must stay the same size when mounted on the chassis.**

Code 08. HOMOLOGATION SHEET

Lamborghini Murcielago



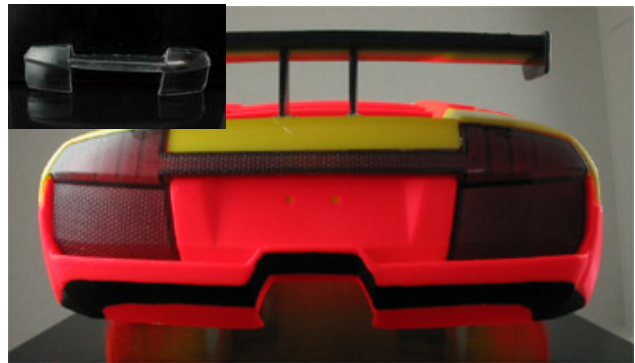
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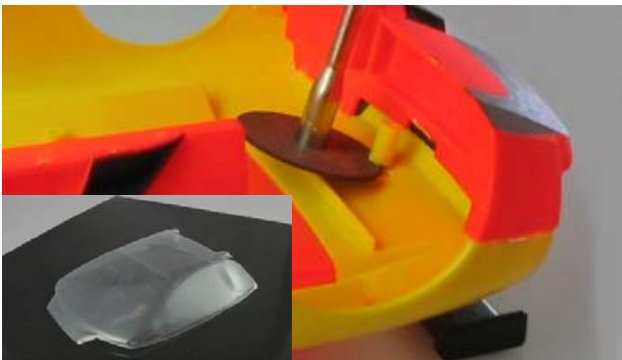
#2



#3



#4a / 4



#5a / 5



#6



#7



#8

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#9



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#11



#12



#13



#14



#15



#16a / 16



jbd. SPECIFIC REGULATIONS FOR BODY „DPM“

Code 09. HOMOLOGATION SHEET

Nissan 350Z

Homologation Sheet for race approved bodies as an attachment J to the Technical Regulations of the official Slot Racing competition "DPM" class in scale 1:24. Status: January 1st, 2008.

a) BODY DESCRIPTION

Nissan 350Z.

b) MANUFACTURER

Body from a static model kit made by the manufacturer FUJIMI under the product description „Xanavi Nismo Z“ (Reference-Number: 24277).

Note: The ref.-no. is only given to allow a clear definition of the body type. Optional also other versions – but only from the same manufacturer – with different ref.-nos., including other decorations or body versions, are useable as long as these variations are based exactly on the same body type as by the ref.-no. listed on this sheet.

c) REGISTRATION DATE

Homologation valid due March 1st, 2005. **Body approved for race entries until January 20th, 2010.**

d) SPECIFIC BODY REQUIREMENTS

Beside the general regulations which are valid for all bodies (details see point jbc. GENERAL REGULATIONS FOR BODIES "DPM") the needed specific requirements for each different body type will be given in this Homologation Sheet.

Note: Please note that the colouring of body parts in the Homologation Sheet is only done to allow a better demonstration of different parts in the photos.

All pictures do only show the „minimum equipments“ of the parts who must be fixed on the body of this type. Additional detailing parts made in plastic (like antennas, spoiler lips, diffusers aso.) can be optionally mounted on the body, as long as such parts are supplied as original components with the body.

da) Body with interior cutted to needed size (picture 1).

db) Complete body without interior shown from side view (picture 2), front view (picture 3) with air intake grille and separate spoiler lip and front light inserts (left side) plus separate front lamp cover (right side), or from rear view (picture 4) with rear cover plate in the middle, inserts in the rear wheel arche fender ends, taillight inserts with separate covers plus rear spoiler. Additionally the body is equipped with separate door handles and side window rear cover sections, plus low mounted body side panels fitted on each outer side of the body.

dc) Body shown from inside view (picture 5) including add on parts like front and two piece side windows (that means side window plus a separate rear section cover), separate front lamp inserts, air intake and lower side skirts (picture 6), plus rear taillight inserts, small air intake segment, four rear section body fasteners – two at the top of roof and two at the lower rear section – (picture 7). Also the body is equipped with lower side skirts, additional front wheel arche extenders with diffusor fixed in the lower part section. The separate air intake section in the middle of the car front which is including the small add on spoiler lip (picture 6), can be reduced in the overall width (measured in driving direction) to a minimum of 4mm.

dd) Left and right side outer mirrors - flexible mounting possible but a simple fixing by tape is not allowed - and a wiper - positioning of the wiper is free to choose – must be existent (picture 8). The shape of the mirrors can be different to the original mirrors but must be made in hard plastic/resin material.

de) Body with lower side panel section and additional side skirt (picture 9). Optional the side skirts can be secured with original mounting rubber - that means the mounting rubber can be glued inside the gap between the outside panel of the body and the inside of the skirt (picture 10).

df) Fuel cap cover, door handle and lower body panel with optional rubber fixed side skirt, plus front wheel extender ends with lower diffusor (picture 11).

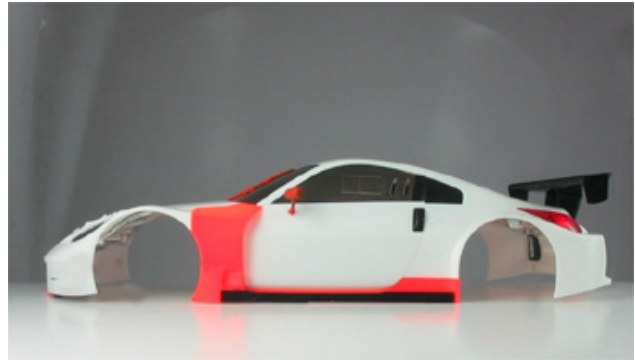
dg) Mounting of the original rear spoiler (picture 12) on top of the cars rear end. The original spoiler can be replaced by the Universal-Rearwing (TOP SLOT TP.4007), but the universal rear spoiler must be positioned in the same place and height as the original rear spoiler is fixed on the body.

dh) Only left (Ref.-No. SG.9718) or right hand driver cockpits (Ref.-No. SG.9719) from SIGMA allowed to use as interior. The cockpit must be placed like an original look inside the body while the interior can be cutted in length and width only in the sizing as needed to fit into the body. Additionally the cutting shape (pictures 13 and 14) of the cockpit has to be done in a way that all chassis parts are covered from top view. If necessary the cockpit can be extended to the needed dimension by using thin tape. The painting of the interior and driver figure has to be done providing a realistic look.

di) Additional info about point jbcc. and correct way of measuring: **The original body width as given on built static model (measured outside to outside between the front and rear wheels arches) must stay the same size when mounted on the chassis.**



#1



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#3



#4



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#7



#8

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#11



#12



#13



#14



jbd. SPECIFIC REGULATIONS FOR BODY „DPM“

Code 10. HOMOLOGATION SHEET

Corvette C6R

Homologation Sheet for race approved bodies as an attachment J to the Technical Regulations of the official Slot Racing competition "DPM" class in scale 1:24. Status: January 1st, 2008.

a) BODY DESCRIPTION

Corvette C6R.

b) MANUFACTURER

Body from a slotcar model racer made by the manufacturer CARRERA under the product description „Corvette C6R“ (Reference-Number: 20203).

Note: The ref.-no. is only given to allow a clear definition of the body type. Optional also other versions – but only from the same manufacturer – with different ref.-nos., including other decorations or body versions, are useable as long as these variations are based exactly on the same body type as by the ref.-no. listed on this sheet.

c) REGISTRATION DATE

Homologation valid due March 1st, 2006. Body approved for race entries since September 1st, 2006.

d) SPECIFIC BODY REQUIREMENTS

Beside the general regulations which are valid for all bodies (details see point jbc. GENERAL REGULATIONS FOR BODIES "DPM") the needed specific requirements for each different body type will be given in this Homologation Sheet.

Note: Please note that the colouring of body parts in the Homologation Sheet is only done to allow a better demonstration of different parts in the photos.

All pictures do only show the „minimum equipments“ of the parts who must be fixed on the body of this type. Additional detailing parts made in plastic (like antennas, spoiler lips, diffusors aso.) can be optionally mounted on the body, as long as such parts are supplied as original components with the body.

da) Body with interior cutted to needed size. Long cockpit version to use in combination with a transparent rear window (picture 1) and short cockpit version only for use in combination with a black covered rear window (picture 2).

db) Complete body without interior shown from side view (picture 3), front view (picture 4) with front light support and one light insert (right side) plus separate front lamp cover (left side), or from rear view (picture 5) with rear body section, taillight inserts plus rear spoiler. Additionally the body is equipped with two separate lamp covers in the front section.

dc) Mounting posts inside the body front and rear end can be cutted away (picture 6). Optional the windows from the body can be replaced by using the vacuumformed windows unit from SRP Ref.-No. VEUW4002 (picture 15). Existing window mounting pins inside the body can be cut away for fixing vacuumform-window.

dd) Body shown from inside view (picture 7) including add on parts like front/side/rear-windows unit, separate front lamp inserts (picture 8), plus rear end section with separate taillights (picture 9). The front spoiler lip (picture 8) can be reduced in size to a minimum width of 4mm (see dark marked area line) measured from the body inside.

de) Left and right side outer mirrors - flexible mounting possible but a simple fixing by tape is not allowed - and a wiper - positioning of the wiper is free to choose – must be existent (picture 10). The shape of the mirrors can be different to the original mirrors but must be made in hard plastic/resin material.

df) Mounting of the original rear spoiler (picture 11) on top of the cars rear end. The original spoiler can be replaced by the Universal-Rearwing (TOP SLOT TP.4007), but the universal rear spoiler must be positioned in the same place and height as the original rear spoiler is fixed on the body.

dg) Only left (Ref.-No. SG.9718) or right hand driver cockpits (Ref.-No. SG.9719) from SIGMA allowed to use as interior. The cockpit must be placed like an original look inside the body while the interior can be cutted in length and width only in the sizing as needed to fit into the body. Additionally the cutting shape (picture 12) of the cockpit has to be done in a way that all chassis parts are covered from top view. When the rear window is transparent a long interior (picture 13) is needed while a short interior (picture 14) can only be used when the rear window is covered in black. If necessary the cockpit can be extended to the needed dimension by using thin tape. The painting of the interior and driver figure has to be done providing a realistic look.

dh) Additional info about point **jbcc.** and correct way of measuring: **The original body width as given on RTR slot model (measured outside to outside between the front and rear wheels arches) must stay the same size when mounted on the chassis.**



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#3



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#11



#12



#13



#14



#15



jbd. SPECIFIC REGULATIONS FOR BODY „DPM“

Code 11. HOMOLOGATION SHEET

Ferrari 575 GTC

Homologation Sheet for race approved bodies as an attachment J to the Technical Regulations of the official Slot Racing competition "DPM" class in scale 1:24. Status: January 1st, 2008.

a) BODY DESCRIPTION

Ferrari 575 GTC.

b) MANUFACTURER

Body from a slotcar model racer made by the manufacturer CARRERA under the product description „Ferrari 575 GTC“ (Reference-Number: 20200).

Note: The ref.-no. is only given to allow a clear definition of the body type. Optional also other versions – but only from the same manufacturer – with different ref.-nos., including other decorations or body versions, are useable as long as these variations are based exactly on the same body type as by the ref.-no. listed on this sheet.

c) REGISTRATION DATE

Homologation valid due March 1st, 2006. **Body approved for race entries until January 20th, 2010.**

d) SPECIFIC BODY REQUIREMENTS

Beside the general regulations which are valid for all bodies (details see point jbc. GENERAL REGULATIONS FOR BODIES "DPM") the needed specific requirements for each different body type will be given in this Homologation Sheet.

Note: Please note that the colouring of body parts in the Homologation Sheet is only done to allow a better demonstration of different parts in the photos.

All pictures do only show the „minimum equipments“ of the parts who must be fixed on the body of this type. Additional detailing parts made in plastic (like antennas, spoiler lips, diffusers aso.) can be optionally mounted on the body, as long as such parts are supplied as original components with the body.

da) Body with interior cutted to needed size. Long cockpit version to use in combination with a transparent rear window (picture 1) and short cockpit version only for use in combination with a black covered rear window (picture 2).

db) Complete body without interior shown from side view (picture 3), front view (picture 4) with front light support and one light insert (right side) plus separate front lamp cover (left side), or from rear view (picture 5) with rear body section, taillight inserts plus rear spoiler. Additionally the body is equipped with a separate air intake scoop on the roof.

dc) Mounting posts inside the body front and rear end can be cutted away (picture 6). Optional the windows from the body can be replaced by using the vacuumformed windows unit from SRP Ref.-No. VEUW4003 (picture 16). Existing window mounting pins inside the body can be cut away for fixing vacuum-window.

dd) Body shown from inside view (picture 7) including add on parts like front/rear-windows unit plus side window sections, separate front lamp inserts (picture 8), plus rear end section with separate taillights (picture 9). The front spoiler lip (picture 8) can be reduced in size to a minimum width of 4mm (see white marked area line) measured from the body inside.

de) Left and right side outer mirrors - flexible mounting possible but a simple fixing by tape is not allowed - and a wiper - positioning of the wiper is free to choose – must be existent (picture 10). The shape of the mirrors can be different to the original mirrors but must be made in hard plastic/resin material.

df) Mounting of the original rear spoiler (picture 11) on top of the cars rear end. The original spoiler can be replaced by the Universal-Rearwing (TOP SLOT TP.4007), but the universal rear spoiler must be positioned in the same place and height as the original rear spoiler is fixed on the body.

dg) Only left (Ref.-No. SG.9718) or right hand driver cockpits (Ref.-No. SG.9719) from SIGMA allowed to use as interior. The cockpit must be placed like an original look inside the body while the interior can be cutted in length and width only in the sizing as needed to fit into the body. Additionally the cutting shape (picture 12) of the cockpit has to be done in a way that all chassis parts are covered from top view. When the rear window is transparent a long interior (picture 13) is needed while a short interior (picture 14) can only be used when the rear window is covered in black. When both small side windows (picture 15a) are black covered a short interior (picture 15) can also be used. If necessary the cockpit can be extended to the needed dimension by using thin tape. The painting of the interior and driver figure has to be done providing a realistic look.

dh) Additional info about point jbcc. and correct way of measuring: **The original body width as given on RTR slot model (measured outside to outside between the front and rear wheels arches) must stay the same size when mounted on the chassis.**



#1



#2



#3



#4



#5



#6



#7



#8

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#9



#10



#11



#12



#13



#14



#15a / 15



#16



jbd. SPECIFIC REGULATIONS FOR BODY „DPM“

Code 12. HOMOLOGATION SHEET

Honda NSX-05

Homologation Sheet for race approved bodies as an attachment J to the Technical Regulations of the official Slot Racing competition "DPM" class in scale 1:24. Status: January 1st, 2007.

a) BODY DESCRIPTION

Honda NSX-05.

b) MANUFACTURER

Body from a static model kit made by the manufacturer TAMIYA under the product description „Raybrig NSX 2005“ (Reference-Number: 24286).

Note: The ref.-no. is only given to allow a clear definition of the body type. Optional also other versions – but only from the same manufacturer – with different ref.-nos., including other decorations or body versions, are useable as long as these variations are based exactly on the same body type as by the ref.-no. listed on this sheet.

c) REGISTRATION DATE

Homologation valid due March 1st, 2006. Body approved for race entries since September 1st, 2006.

d) SPECIFIC BODY REQUIREMENTS

Beside the general regulations which are valid for all bodies (details see point jbc. GENERAL REGULATIONS FOR BODIES "DPM") the needed specific requirements for each different body type will be given in this Homologation Sheet.

Note: Please note that the colouring of body parts in the Homologation Sheet is only done to allow a better demonstration of different parts in the photos.

All pictures do only show the „minimum equipments“ of the parts who must be fixed on the body of this type. Additional detailing parts made in plastic (like antennas, spoiler lips, diffusers aso.) can be optionally mounted on the body, as long as such parts are supplied as original components with the body.

da) Body with interior cutted to needed size (picture 1).

db) Complete body without interior shown from side view (picture 2), front view (picture 3) with air intake grille and light insert (right side) and inclusive additional front lamp cover (left side), or from rear view (picture 4) with taillight cover (including two separate signal keeper inserts), a three pieces additional lower rear spoiler segments plus rear spoiler. Additionally the body is equipped with two air intakes in the front section, a separate air intake scoop on rear top, inserts in the rear wheel arche fender ends, plus rear exhaust imitation parts fixed on support components.

dc) Body shown from inside view (picture 5) including add on parts like front and side windows unit, front intake section with two additional air intakes in the bonnet (picture 6), small air intake segment and rear exhausts with inner diffusor components (picture 7). Also the body is equipped with separate lower side panels and skirts, a separate fuel cap cover, air intake scoope behind the roof and additional front wheel arche extenders. **The separate air intake section in the middle of the car front (picture 6), can be reduced in the overall width (measured in driving direction) to a minimum of 4mm.**

dd) Left and right side outer mirrors - flexible mounting possible but a simple fixing by tape is not allowed - and a wiper - positioning of the wiper is free to choose – must be existent (picture 8). The shape of the mirrors can be different to the original mirrors but must be made in hard plastic/resin material.

de) Body with fuel cap cover insert, lower side panel with separate skirt and front wheel arche extender section (picture 9). The lower side skirt panel fixed below the doors (picture 10) can be cutted in size to match exactly with the end of the body inside (picture 11) but both shape and size on the outside must kept unchanged original.

df) Rear exhausts section including exhaust pipes, two separate pipe ends and inner wheel arche diffusor component parts (pictures 12 and 13).

dg) Mounting of the original rear spoiler (picture 14) on top of the cars rear end. The original spoiler can be replaced by the Universal-Rearwing (TOP SLOT TP.4007), but the universal rear spoiler must be positioned in the same place and height as the original rear spoiler is fixed on the body.

dh) Only left (Ref.-No. SG.9718) or right hand driver cockpits (Ref.-No. SG.9719) from SIGMA allowed to use as interior. The cockpit must be placed like an original look inside the body while the interior can be cutted in length and width only in the sizing as needed to fit into the body. Additionally the cutting shape (pictures 15 and 16) of the cockpit has to be done in a way that all chassis parts are covered from top view. If necessary the cockpit can be extended to the needed dimension by using thin tape. The painting of the interior and driver figure has to be done providing a realistic look.

di) Additional info about point jbcc. and correct way of measuring: **The original body width as given on built static model (measured outside to outside between the front and rear wheels arches) must stay the same size when mounted on the chassis.**



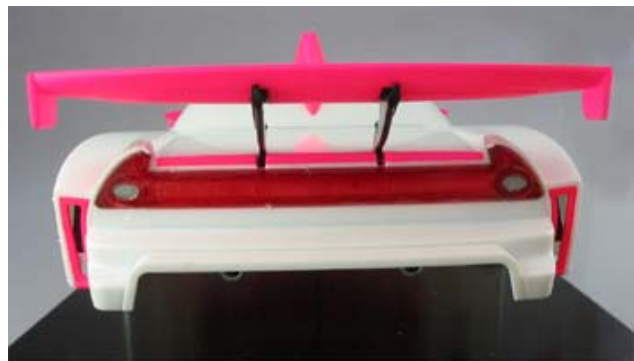
#1



#2



#3



#4



#5



#6



#7



#8

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#9



#10



#11



#12



#13



#14



#15



#16

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jc. RACE CAR „DPM“

Jca. Complete Assembled SlotCar

Fully assembled SlotCar of the official competition "DPM" class category in 1:24 scale (pictures 1 to 4). The car is equipped with the „ProRacing“ chassis Ref.-No.: PF.1300KX (chassis), PF.9611 (pre-assembled chassis plus accessories) or PF.9700GT (pre-assembled chassis as an complete set including hubs, motor, tires etc.).



#1



#2



#3



#4

Jcb. Important Notes

jcba. Only the driver/team is the one to be responsible for the car. That means is the "person" who has to take care about the fact that the car used in racing is legal and conform with the given and valid regulations (including the Homologations List) at any time of an race event. That means before the race, in the qualifications, at the start, during and after the race.

jcbb. The description DPM and the right to use this description, including all regulations (in whole or part form) belongs to the DPM Race Organisation. All races, race events and championships named DPM or named in combination with DPM or raced by DPM class, can only be raced by using the original and valid technical DPM regulations&homologation lists without any change or modification. All kinds of official use only by approval on written permission. For details please put in contact on the webpage www.plafit-racing.com .

For further informations and coloured photos see webpage www.plafit-racing.com

- Subject to alterations -

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