

Monaco Gran Prix Miniature Racing Club
MGPMRC
May 22, 2007
Rules, Procedures and Technical specifications

Special Class Rules / Specifications:

B Production GT

Road Racing Fall, 2007.

Car: 1:32 scale replica of the cars that ran in the American Le Mans Series GT1 and GT2 classes.

Body: 1:32 scale lexan vacuum-formed replica body. Overall body shape must closely resemble the appearance of an actual full-size racing car that raced in the specific class. Must be painted and have a three-dimensional driver and some form of an interior so that the chassis may not be seen through the windows. The body may be mounted using any conventional means. It is desirable for the body to be painted and decorated so that it resembles a full-size racer that competed in these classes. However, it is allowable to paint the body, interior and driver as desired but each must retain a prototypical appearance.

Chassis: May be any of the stamped, commercially available one or 2-piece units intended for 1:32 scale chassis with no modifications allowed other than those specified here. Examples of allowable chassis: Pro Slot Demon; Parma International 132; Parma Flexi-Womp (no longer manufactured); Parma Womp, Rigger Womp, Champion Thumper (really intended for C Production but allowed in B Production).

Weight may be added in the form of lead or ballast. The weight may not be in the form of brass, piano wire or some other structural material intended to enhance the original chassis. The front or rear axle mounts, the motor or the pickup mount may all be soldered, braced or strengthened if desired. Front axle must be as intended by chassis manufacturer. Axle bearings may be soldered or glued in place. Guide flag may be replaced if desired. Guide flag depth may be reduced to obtain proper depth but never extended to increase depth.

Chassis must be covered completely by the body when viewed from directly above. Minor trimming of the chassis may be done only to allow body clearance. Pin tubes may be added for body mounting. Chassis must pass the minimum clearance test. Chassis must be constructed in such a manner as not to inflict injury or damage to corner marshals, anyone else, other cars or the track.

Wheels / Tires: Front and rear axles must be as supplied with the Para chassis. Front tires are usually o-rings. Rear wheels and tires are usually of the setscrew variety. All tires and wheels must be covered completely by the body when viewed from directly above.

Motors: Parma Deathstar or less is allowable. This includes the Parma 16d Deathstar (not blueprinted); Parma 16d pink endbell (either diapered or not); Parma white endbell; Plafit Cheetah II, JK Falcon I, II III, or IV and the Slick-7 motor; Plafit makes less power motors and those would be allowed also. No other motors are allowed. Lead wires may be replaced. The motor may not be modified in any way and must be left as manufactured.

Gears: Gears may be of any ratio and may be composed of plastic or metal. Gears are subject to ground clearance restrictions.
[Ed note: This was a change voted in since the last running of this chassis.]

General: Minimum ground clearance is .047 except for wheels and tires and guide flag. Note that this includes the gears. Maximum overall width of chassis, including outside of wheels and tires is 2.52".

Track Power: This class will be run on Low Power as defined by the MGPMRC rules.

Tech Inspection: The determination of technical qualification for the event rests upon the discretion of the Technical Director. Either pre-race or at the conclusion of a race, if the results are challenged or at the discretion of the Technical Director, any car may be given a thorough breakdown inspection with the body removed. At that time the car may be disqualified at the determination of the Technical Director resulting in the removal of that car and driver from all points scoring positions for that race.