

Monaco Gran Prix Miniature Racing Club
MGPMRC
November 5, 2006
Rules, Procedures and Technical Specifications

Class Rules / Specifications: 1/24 Vintage Formula 1

Road Racing Spring, 2007.

Car: 1/24 scale replica of a car which has run in Formula 1 during the 1950's and 1960's (???) with the early rear engine configuration. These are generally from the 1950's and 1960's but not later than 1972 (???). The spirit of the class is a line-up of realistic looking open-wheeled Formula 1 cars before the age of wings and spoilers. No front-engined bodies are allowed. (What's correct ?)

It is to be built using one of the vintage open-frame motors (only Atlas AT-206, Atlas AT-208 or Pittman 196B) together with a chassis of one of these types: vintage Atlas one-piece chassis front end; a 4 piece chassis constructed by Ollie Zimmermann (father of Mike Zimmermann) called "ChromOllie"; or a racer-constructed chassis of similar design provided it positions the guide flag no further than 1/2" (.5") in front of the front axle centerline and bolts directly to the side plates of the motor.

The "ChromOllie" chassis is available from Mike Zimmermann or the MGPMRC club store or possibly another member.

A body may also be available from the club store. This class is intended to allow these cars to comply with both the GSRA and MGPMRC rules.

Body: 1/24 scale clear plastic (lexan) vacuum-formed body of a vintage Formula 1 racer is available from many sources including the MGPMRC club store. Hard plastic is also acceptable but is heavier and has a slightly higher center of gravity.) Must be painted and have the head, shoulders, arms of a driver and upper part of a steering wheel. It is desirable for the body to be painted and decorated similar to a prototype. Body may be mounted using conventional means.

Chassis: It is to be built using one of the vintage open-frame motors (only Atlas AT-206, Atlas AT-208 or Pittman 196B) together with a chassis of one of these types: vintage Atlas one-piece chassis front end; a 4 piece chassis constructed by Ollie Zimmermann (father of Mike Zimmermann) called "ChromOllie"; or a racer-constructed chassis of similar design provided it positions the guide flag no further than 1/2" (.5") in front of the front axle centerline and bolts directly to the side plates of the motor.

The minimum wheelbase is 3 1/4" (3.25"). The wheelbase is the distance from the center of the front axle to the center of the rear axle.

A pan may not be added to the chassis in any case.

The front and rear axles must both be 1/8" (.0125") in diameter. Either threaded or set-screw wheels are allowed.

The front axle must spin in a tube type axle holder or housing. The rear axle must be housed in oilite bearing or an axle tube. No ball bearing are allowed on the rear axle. The body may be attached to the chassis using any conventional means including pin tubes soldered to the chassis.

There must be 1/16" (.0625") clearance under the chassis except for the guide, wheels and tires.

Wheels / Tires: All tires must be black. Any type of foam or silicone tires are allowed.

Front wheels / tires may not be of the o-ring style and must be at least 3/4" (.75") tall and at least 1/4" (.25") wide. They may not be of the "V" type with only a very narrow point touching the track.

Rear tires / wheels must be at least 7/8" (.875") tall with a minimum width of 1/2". The maximum width is 2 3/4" from outside to outside of wheels, tires and axles.

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Motors: One of the vintage open-frame motors Atlas AT-206, Atlas AT-208 or Pittman 196B. The Atlas motors include ball bearings on the armature shaft which are allowable.

Gears: Only the inline motor and gear configuration is allowed. All gears must be 48 pitch. Any gear ratio is allowed.

General: Minimum ground clearance is 1/16" (.0625") for everything except wheels and tires and guide flag. Note that this includes the gears. Maximum overall width to outside of wheels and tires is 2 3/4" (2.75").

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.