

Monaco Gran Prix Miniature Racing Club
MGPMRC
November 29, 2005
Rules, Procedures and Technical specifications

Special Class Rules / Specifications: **“B” Euroscale GT Prototype** Wood Routed Road Courses Spring, 2006.

Car: 1:32 scale replica of a car with a “closed top” (coupe, sedan, etc.), which has run as a prototype at LeMans, Daytona, Sebring or in the American LeMans Series (GT1 or GT2). Open cockpit cars are not allowable.

The spirit of this class is intended to be primarily the newer high performance racing Euroscale cars such as Slot.it, Porsche 956 and 962, the Slot.it Audi’s, Ninco ProRacer, Fly Race Series, etc. However, it is allowable to upgrade any Euroscale car to the “B” class.

The car must be a hard plastic ready-to-run style with integrated body and chassis.

Body: Must be the original body or replaced by the exact same body from the same manufacturer. It need not be decorated identically.

The body must fully cover the chassis and all 4 tires. It must be attached via screws to the chassis. It is desirable that the car resembles a full-size racer that competed in these classes. However, it is allowable to repaint the body, interior and driver as desired but each must retain a prototypical appearance. Wheel wells may not be enlarged or re-shaped in any way.

Must be complete with a full 3-dimension interior and driver. The original interior may be retained, either full or vacuum-formed, complete with the original driver, or a 3 dimensional vacuum-formed interior may be substituted, complete with driver. A different hard plastic interior may not be substituted. All cars must have a 3 dimensional driver. The driver may be redecorated.

Chassis: Must be the original chassis as supplied by the manufacturer or an exact replacement from the same manufacturer, completely unmodified in any way with the following exceptions: weight may be added, front axle may be sleeved or made rigid but must retain original axle diameter and location (one piece axles may be used in lieu of stubs. Axle bearings may be glued in place or replaced with similar style (snap-in). Plastic or nylon bearings may be upgraded to metal bearings. Motor and/or rear axle carrier may be glued in place.

No ball bearings are permitted unless originally supplied from the manufacturer.

Some chassis such as slot.it have a removable motor carrier (pod), which may be replaced with another from the same manufacturer. An example may be to change a slot.it chassis from an inline configuration to sidewinder if the sidewinder motor carrier fits the slot.it chassis with no cutting or other modifications required.

Chassis must be held to body via under-body screws. Mounting screws may be replaced but retain their original position.

Weight may be added on the top or bottom of chassis. It is strongly recommended that sheet lead be used. Any weight attached under chassis must pass the minimum clearance test. The weight may not be in the form of brass, piano wire or some other structural material intended to enhance the original chassis.

A pan may not be added in any form when intended to enhance the chassis.

The chassis may be trimmed to clear replacement tires but only enough to get adequate clearance. The edges of the chassis may be trimmed by 1/16” (.0625”) to allow body movement.

Pickup may be replaced but must not be so deep as to routinely drag the bottom of the slot.

Axles: The original axles may not be replaced with those of a significantly different diameter.

Most Euroscale cars have 3/32” axles but being in a metric size, very slightly from 3/32”. Some have a size slightly bigger than 3/32”. All are acceptable. It is acceptable to interchange these sizes within the rules, since all are approximately the same size.

The original axles of approximately 3/32” diameter cannot be replaced with a front axle of 1/16” or a rear axle of 1/8” or vice versa.

Front axle can be converted to either one or both wheels as “free rollers” using a washer or some other device attached to the end

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of the axle.

Wheels / Tires: Set-screw wheels may be substituted but must be of approximately the same diameter and width as the originals and using the same diameter axle. The new wheels need not be of the same material as the original. Plastic wheels may be replaced by aluminum set-screw wheels. Set-screw wheels may be replaced by press-on wheels, if desired.

Front tires may not be o-ring wheels and tires. They must be at least 1/4" wide and be of the "squared-off" shape. Edges may be slightly rounded but must retain the overall "squared-off" profile.

Press-on wheels may be glued to the axle. Tires may be glued to the wheels. Tires may be sanded and trued.

Only the original rubber or slip-on replacement natural rubber tires (including Ortmann) or silicone tires are permitted provided they are approximately the same size as the original.

Foam, sponge, tuna or similar tires are not allowed.

~~**Motors:** Motors must be the original as supplied in the car from the manufacturer or may be upgraded but only with those of the same manufacturer intended as replacements with exactly the same external size (or using a shim or spacer as supplied with the motor as some Ninco motors, i.e. NC-7) which fit into the same motor cradle. In any case, the motor may not be modified in any way and must be left as manufactured.~~

For this session only: Motors must be the original as supplied in the car from the manufacturer or may be upgraded but only with those motors that will fit the chassis with no modifications. It is allowable to use a shim or spacer as supplied with the motor as some Ninco motors, i.e. NC-7) which fit into the same motor cradle. In any case, the motor may not be modified in any way and must be left as manufactured.

Gears: The original gears may be retained or replaced as desired as long as they meet minimum ground clearance restrictions and present no risk to the track or corner marshals. Setscrew gears are permitted. The same motor and axle configuration must be retained (inline, sidewinder, angle-winder, etc.). Gears are subject to ground clearance restrictions. For inline motor configurations, crown gears without the notch for the motor shaft may be substituted with axle spacers used to hold the crown gear in position in the proper mesh.

Magnets: Since this class is to be run on wood routed tracks, traction magnets are optional.

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

Any other replacement parts supplied by the same manufacturer may be used. This really refers to chassis and running gear. However, they must be within the spirit of the Euroscale class and the class of car being raced.

Body parts may be replaced with those for the same car from the same manufacturer. It is not acceptable to replace a rally car wing with that from a LMP Porsche, even if both are made by Scalextric.

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.