

Monaco Gran Prix Miniature Racing Club
MGPMRC
June 5, 2005
Rules, Procedures and Technical specifications

Special Class Rules / Specifications:

B Production Rolex

Road Racing Fall, 2005.

Car: 1:32 scale replica of the cars that ran in the Grand American ROLEX Sports Car Series. Due to the limited availability of these bodies, the class has been expanded to include LMP Prototypes and GT classes. The spirit of the class is primarily Prototype endurance racers.

Body: 1:32 scale clear plastic or lexan vacuum-formed replica body but may be of hard plastic. 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 3 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 tires are usually o-rings mounted on a 1/16" axle. If using a one-piece chassis that is manufactured for 1/8" front axle, it must be used. O-ring wheels and tires are also allowed for 1/8" front axles. The rear axle may be 1/8" or 3/32" with the appropriate wheels and tires. 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 or the JK Falcon I; 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: May be either 48 pitch with 8 or 9 tooth pinion and 34 tooth spur; or 64 pitch with a 9 or 10 tooth pinion and a 38 tooth spur. Gears are subject to ground clearance restrictions. Pinions are usually metal (plastic not recommended but not prohibited). Spur gears may be nylon / plastic or metal.

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.