

Monaco Gran Prix Miniature Racing Club
MGPMRC
May 21, 2007
Rules, Procedures and Technical specifications

Special Class Rules / Specifications: **ProTrack/H&R Saturday Night Stocker** Oval Racing Fall, 2007.

Car: 1:24 or 1:25 scale replica of the type of car known as Bombers or Sportsman cars. These were commonly run on dirt oval by amateur/hobbyist drivers and teams. The models are to be 60's to mid 80's American coupes: Chevelle, Le Mans, GTO, Mustang, Camero, Monte Carlo, Regal, Cutlass, Cougar, Challenger, Barracuda. No imports ran in this class.

Body: Must be hard plastic 1:24 or 1:25 scale of the type supplied with plastic model kits. Must be complete with the full interior supplied with the kit or a painted plastic or lexan vacuum-formed full-length 3-dimension interior. The body must fully cover the chassis and all 4 tires as viewed through any of the car's windows. It must be attached to the chassis aluminum side plates using Pro Track "buttons", double-sided tape, Velcro, screws or some similar means. If using a complete hard plastic interior, the interior may be attached directly to the chassis using machine screws. It is expected that racing these cars may take a toll on the bodies during each race but reasonable efforts are required to repair the damage prior to the next race. It is strongly suggested that the body and its parts be permanently secured using tape or glue to prevent loss of major parts.

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. The wheel arches may be enlarged to allow clearance for the tires. Grills, bumpers, headlights, taillights, and glass may be omitted. The tires may extend outside of the body but the overall width is still a maximum of 3.252".

A car losing parts during the course of a race may be black-flagged if, in the judgment of the Race Director, it poses a danger to other cars, drivers or turn marshals and can only return to the track when judged to be safe. Other drivers may call for a "track call" to assess potentially dangerous cars. During racing, a car that has lost its interior shall be immediately black-flagged.

Chassis: Must be an original Pro Track long wheelbase chassis or the new H&R chassis with no modifications allowed other than those specified here. Weight may be added. A front axle mount may be added using tubing or oilite bearings but must retain original axle diameter and location. The front or rear axle, the motor or the pickup mount may all be braced or strengthened if desired. Axle bearings may be soldered or glued in place. 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.

Wheels / Tires: Only the original tires as supplied with the chassis are allowed. If replaced, must be exactly as the originals. The front axle can either be 3/32" in diameter or upgraded to 1/8". The rear axle must be 1/8" in diameter.

Motors: Only the motor supplied by the manufacturer or the club motor is allowed, attached to the rear motor mount. No flavor of 16Ds allowed. Lead wires may be replaced. The motor must be visible through the opening in the bottom of the chassis. The motor may not be modified in any way and must be left as manufactured.

Gears: May be replaced but must be 48 pitch as original using a 9 tooth pinion and 33 tooth crown gear. Gears are subject to ground clearance restrictions.

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 3.252".

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.