

**Monaco Gran Prix Miniature Racing Club**  
**MGPMRC**  
**October 23, 2007**  
**Rules, Procedures and Technical Specifications**

**Special Class Rules / Specifications:**     **“C” Euroscale Scalextric A1 Grand Prix**

Wooden Road Course Racing  
January, 2008 – July, 2008

**Car:** 1:32 Scalextric A1 Grand Prix car. The spirit of this class is a very nearly “box-stock” car. Scalextric currently offers the following model numbers: C2742 Canada, C2745 Italy, C2709 Switzerland, C2706 Great Britain, C2707 France, C2708 Netherlands, C2741 New Zealand, C2744 USA, C2743 Australia, and C2746 Germany. A car may be repainted but it must match, as closely as possible, one of the cars in the current (2007) Grand Prix.

**Body:** Must be kept complete with manufacturer’s interior as supplied. The body must fully cover the chassis as delivered from the factory. 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. A replacement plastic or resin, etc. body may be not used except an exact replacement body made by the same manufacturer, intended to replace the original slot car body.

**Chassis:** Must be original, 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). No ball bearings are permitted. Motor and/or rear axle carrier may be glued in place. Chassis must be held to body via under-body screws. Weight may be added on the top or bottom of chassis. Added weight is subject to the minimum ground clearance. It is strongly recommended that sheet lead be used. A pan may not be added in any form when intended to enhance the chassis. 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.

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

**Wheels / Tires:** Only the original rubber or slip-on replacement natural rubber tires (including Ortmann) or silicone tires are permitted provided they fit the original wheels. Wheels may be replaced but may only be replaced by exact replacement wheels from the same manufacturer. Tires must be black or a very dark color, close to black. Foam, sponge, tuna or similar tires are not allowed. Substitution wheels are only allowed if from the same manufacturer, press-on and is the same exact size and use the same size axle. Wheels may be glued on. Tires may be glued to wheels. No setscrew wheels are allowed. The same approximate width dimension of from outside of wheel and tire to the outside of the other wheel and tire must be maintained.

**Motors:** Motors must be the original as supplied in the car from the manufacturer. If the original motor fails, only an exact replacement, not an upgrade, may be used. The motor may not be modified in any way and must be left as manufactured. No motor upgrades are allowed.

**Gears:** Only the original gears or replacement press-on gears are permitted. No setscrew gears are permitted. Gears are subject to ground clearance restrictions.

**Magnets:** Magnets may be optionally removed.

**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. No replacement parts may be used, whether supplied by the same manufacturer or not.

**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.