

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

Special Class Rules / Specifications:

Euroscale GT

Road Racing Fall, 2005.

Car: 1:32 scale replica of a car, which has run at LeMans, Daytona, Sebring or in the American LeMans Series in the modern era in the GT1 or GT2 classes. This does not include the ROLEX Series. It must be a hard plastic ready-to-run style with integrated body and chassis.

Body: Must be kept complete with a full 3-dimension interior. 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.

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. No replacement or resin bodies may be used except exact replacement bodies made by the same manufacturer, intended to replace the slot car body. Weight may be added on the top or bottom of chassis. 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 or replacement press-on replacement wheels. Foam, sponge, tuna or similar tires are not allowed. Substitution wheels may be used but must be "press-on" and of the same exact size as the originals and using the same diameter axle. Wheels may be glued on. No setscrew wheels are 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.

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: When this class is to be run on a plastic track, either for a series or a single race, no traction magnets are allowed in any form.

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. (You can only replace body parts with those for the same car; don't try to do things like 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.