

Monaco Gran Prix Miniature Racing Club
MGPMRC
October 15, 2008
Rules, Procedures and Technical Specifications

Special Class Rules / Specifications: **“C” Euroscale NASCAR COT**

Oval Racing Spring 2009

Car: 1:32 scale replica of a car, which has run in the NASCAR Car Of Tomorrow (hereafter called COT). The class is limited to the cars produced by Scalextric, SCX, and Carrera. Any of the available paint schemes are allowable. The spirit of this class is a nearly “box-stock” car. It must be a hard plastic ready-to-run style with integrated body and chassis. May not be a car that comes with set screw wheels or gears.

Body: Must be kept complete with a full 3 dimension interior. The body must fully cover the chassis and all 4 tires as much 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, wheels 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. 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.

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. No upgrade wheels are allowed even if they come from the original manufacturer.

Motors: Motors must be the original as supplied in the car from the manufacturer. No upgrades allowed except SCX to get the motor that is now current, either the SCX-RX-41B or SCX RX-42B. No chassis modifications are allowed to make any motor fit. 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. No upgrade performance gears are allowed even if they come from the manufacturer.

Magnets: All magnets must be removed except for those in the motor.

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.