

Monaco Gran Prix Miniature Racing Club
MGPMRC
October 08, 2008
Rules, Procedures and Technical Specifications

Special Class Rules / Specifications:

Vintage EuroScale Sports Cars

Wood Road Course Racing
Spring 2009

Car: The Spirit of the class is various sports cars that raced in the late 50's and early 60's before prototype machines (like the Ford GT) appeared. Generally limited to narrow tired and wheel track cars with a restricted motor list where speed is not the ultimate goal. A complete list of allowed cars and motors is on the second page of this document.

Body: Must be kept complete with manufacturers interior as supplied. No modifications to it of any kind are allowed. 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. Wheel wells may be sanded or slightly radiused to provide tire clearance but must retain original shape/form and NOT extend into the top of the fender.

Chassis: Must be original, completely unmodified in any way with the following exceptions: weight may be added, split axle cars may have a solid axle replacement, sleeves allowed (but must be in original location). 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 should 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.

Guide flag may be replaced but must not be so deep as to routinely drag the bottom of the slot. Minor filing/sanding of chassis to provide clearance for replacement guide flags is allowed.

Wheels / Tires: Only the original rubber or slip-on replacement rubber tires (including Ortmann) or silicone tires are permitted provided they fit the original wheels. Wheels may be replaced but only if they are damaged in such a way that they no longer fit onto the axle. A direct factory replacement must be used. No set screw wheels. Tires must be black. Foam, sponge, tuna or similar tires are not allowed. Tires may be glued to wheels. The same approximate width dimension of from outside of wheel and tire to the outside of the other wheel and tire must be maintained. Tires may not be visible outside the body when viewed from above (no tolerance here). Wheels may be glued onto the axles, vent holes for glue may be drilled into the wheel.

Motors: Motors must be the original as supplied in the car from the manufacturer with these exceptions: for Ninco cars, only the NC-1, NC-2 or NC-8 motors are allowed regardless of what originally comes with the car. For MRRRC cars, the red (28K RPM) can must be replaced with either a Ninco NC-1, NC-8 or Artin or similar performance unit. 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.

Gears: Only the original gears or replacement press-on gears are permitted. No set screw 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 tires and guide flag. Maximum overall width of car is 2.52, including wheels and tires.

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.

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List of allowed cars (motor notes where appropriate):

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| Carrera - | Mercedes 300 SLR Ferrari 166 Ferrari 212MM Aston Martin DB1/DB2/DB3/DB5 Maserati A6GCS | |
| Pink-Kar - | Ferrari 250 GTO | |
| Monogram/Revell - | Cobra Daytona Coupe Porsche 550 Spyder Porsche 904 Jaguar XKE '65 Mustang GT | |
| Ninco - | Porsche 356 (coupe or roadster) Corvette '56, '57 or '58 Ferrari Testa Rosa Ferrari 166 Jaguar XK 120 ACCobra Austin Healey 1000 | NOTE: The only motors allowed in <u>ANY</u> Ninco car, are the NC-1, NC-2, or NC-8 regardless of what motor comes in the car from the factory. This applies to <u>ALL</u> Ninco cars. |
| MRRC - | AC Cobra | NOTE: The red (28K) can motor is NOT allowed and must be replaced with either a Ninco NC-1, NC-8, or an Artin. |
| Reprotec - | AC Cobra | |
| Scalextric - | Lotus/Caterham 7 | |