

**Monaco Gran Prix Miniature Racing Club**  
**MGPMRC**  
**November 29, 2005**  
**Rules, Procedures and Technical Specifications**

**Special Class Rules / Specifications:**    Extended C Production Indy / IRL / CART    Wood Routed Ovals    Spring, 2006

**Car:** 1:32 scale replica of the open-wheel rear-engine cars that have run in the Indy Car, IRL or CART races. The spirit of this class is to include all rear engine cars that have run on ovals in the major series' in the USA from 1989 to the present. It is only intended for those cars, which are of the appropriate dimensions as the chassis. This may eliminate some ultra-wide cars and some narrow cars.

**Body:** 1:32 scale clear plastic or lexan vacuum-formed replica body but may be of hard plastic. Overall body shape must closely resemble the appearance of an actual full-size racing car that raced in these classes. Allowable bodies are those that fit the extended chassis comfortably without modifications. Available from the MGPMRC store are 2 Indy / IRL bodies and 2 CART bodies. There are others, which are appropriate for the class and fit the chassis properly and they are certainly legal. Body must be painted and have a 3 dimensional driver and some form of an interior so that the chassis may not be seen through the cockpit. The body may be mounted using any conventional means. It is desirable for the body to be painted and decorated so that it resembles a full-size racer that competed in these classes. However, it is allowable to paint the body, interior and driver as desired but each must retain a prototypical appearance.

**Chassis:** Must be one of the stamped, commercially available one-piece Womp type chassis with inline motor configuration intended for 1:32 scale with the modifications stated. No additional modifications are allowed other than those specified here. Examples of allowable chassis: Parma Womp (brass or steel), Champion Thumper. Rigger Womp is NOT allowed.

**Required Modifications:** The chassis must be narrowed to no wider than 2 1/16" (2.0625") at its widest point. The original stamped body clip holders originally located on each side of the chassis must be cut from each side to achieve the narrowed width.

The original chassis must be separated with a single cut across the chassis somewhere between the front axle uprights and the motor bracket and lengthened using a solid single piece of .035" - .064" brass or steel approximately 3/4" in length to match the overall wheelbase of the chassis to the style of body being used. The new section must be solidly soldered to both of the pieces of the original chassis and may not be hinged, allowed to pivot or otherwise move in any direction. Additional metal may be used to strengthen the joint. The finished chassis must be one solid piece after soldering. The motor must be located in its original location and orientation. The final wheelbase (center of front axle to center of rear axle) should be approximately 3 3/4" (3.75").

The original stamped body clip holders cut from each side of the chassis may be soldered on top of the completed extended chassis for strength and ease of mounting the body.

**Additional Modifications Allowed:** Weight may be added in the form of lead or ballast. The weight may not be in the form of brass, piano wire or some other structural material intended to enhance the original chassis. The front or rear axle mounts, the motor mount, the pickup mount or the chassis extension joints may all be soldered, braced or strengthened if desired. Both front and rear axles must be 1/8" in diameter. Oilite bearings are allowed both front and rear but not ball or roller bearing. Front wheels may be set to be freewheeling but not using ball bearings. Axle bearings may be soldered or glued in place. Guide flag may be replaced if desired. Guide flag depth may be reduced to obtain proper depth but never extended to increase depth

Chassis must be covered completely by the body when viewed from directly above. (There may be minor exceptions to this due to the nature of the car). Minor trimming of the chassis may be done only to allow body clearance. Pin tubes may be added for body mounting. Body mounts, pin tubes, etc. must be firmly soldered to the chassis whether directly on top of the chassis or inserted through the original body clip holes.

Chassis must pass the minimum clearance test. Chassis must be constructed in such a manner as not to inflict injury or damage to corner marshals, anyone else, other cars or the track.

**Wheels / Tires:** Front and rear tires must be black. Front tires must be a minimum of 1/4" (.025") in width, may not be o-rings, must be a minimum of 5/8" (.625") in diameter. They must be mounted on a 1/8" (.125") front axle. Front tires must be of the scale "squared-off" look but may be slightly rounded at the corners. The front tires may not be round or V-tapered so that only a narrow point touches the track. The rear axle must be 1/8" (.125") with the appropriate wheels and tires. Rear wheels and tires are usually of the setscrew variety.

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**Motors:** The only allowable motor is the "Falcon I", properly identified and marked, as adopted by the MGPMRC as its specification motor. No other motor is allowed. Lead wires may be replaced. The motor may not be modified in any way and must be left as manufactured. Cleaning and lubrication are allowed. but no replacement of endbell, magnets, brushes, springs, etc.

**Gears:** Must be 48 pitch with 8, 9 or 10 tooth pinion and 27 or 29 tooth crown. Gears are subject to ground clearance restrictions. Pinions are usually metal (plastic not recommended but not prohibited). Crown gears may be nylon / plastic or metal.

**General:** Minimum ground clearance is .047 except for wheels and tires and guide flag. Note that this includes the gears. Maximum overall width of chassis is 2 1/16" (2.0625"). Maximum width from outside to outside of wheels and tires is 2.87". The wider track is allowed for these cars in order to allow the use of the original wheels and tires after removing the original spacers and replacing with very thin spacers.

**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.