

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

**Special Class Rules / Specifications:**     Pro-Track TransAm     Wood Routed Road Courses     Spring, 2006.

**Car:** 1:24 scale replica of the type of car, which raced in the TransAm Road Racing Series in the early years in the over 2 liter class (1966-72). The spirit of the class is a line-up of vintage pony cars such as (but not necessarily limited to) Chevrolet Camaro Z28, Pontiac Firebird TransAm, American Motors Javelin, Plymouth Barracuda, Dodge Challenger, Dodge Dart and Ford Mustang. The model used does not necessarily need to be the model which ran in the TransAm series. For instance, Camaros other than Z28 may be raced in this class. It is desirable but not required that the model be a replica of an actual car that raced. The body is to be mounted on a Pro-Track 1:24 ready-to-run chassis, complete with motor. This class is intended to be a mostly ready-to-run class with only the body and interior to finish and decorate.

**Body:** Must be hard plastic 1:24 scale of the type supplied with plastic model kits. For this racing session only, 1:25 bodies of the same type may also be used but 1:24 is preferred. Must be complete with the full interior supplied with the kit or a painted plastic or lexan vacuum-formed full-length 3-dimension interior.

The body must fully cover the chassis and all 4 tires as viewed from directly above. The chassis, motor, tires, etc. may not be visible through any of the car's windows. There may be no exception to these rules.

The body must be attached to the chassis aluminum side plates using Pro Track "buttons", double-sided tape, Velcro, screws or some similar means. The Pro Track buttons are greatly preferred. Pin tubes may be used but are strongly discouraged. If using a complete hard plastic interior, the interior may be attached directly to the chassis using glue or machine screws. It is expected that racing these races may take a toll on the cars, especially bodies during each race. Reasonable efforts are required to repair the damage prior to the next race. It is strongly suggested that the body and its parts be permanently secured using tape or glue to prevent loss of major parts.

All cars must be complete including windows, bumpers, body parts, etc. in order to pass tech inspection. Body may not be altered in any way, such as enlarging wheel wells, etc., in order to lower the body. However, changes may be made to the body in order to match a prototype that raced in this class during the appropriate years provided the racer can document the prototype with pictures. This includes modifying wheel wells.

It is desirable that the car resemble 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 car losing parts during the course of a race may be black-flagged if, in the judgment of the Race Director, it poses a danger to other cars, drivers or turn marshals and can only return to the track when judged to be safe. Other drivers may call for a "track call" to assess potentially dangerous cars. During racing, a car that has lost its interior shall be immediately black-flagged.

**Chassis:** Must be an original Pro Track 4.5 inch wheelbase chassis, complete with motor, with no modifications allowed other than those specified here. If the chassis may be purchased without the motor, but the appropriate motor and running gear must be installed. Weight may be added, provided it is not on the bottom of the chassis. A front axle mount may be added using tubing or oilite bearings but must retain original axle diameter and location. The front or rear axle, the motor or the pickup mount may all be braced or strengthened if desired. Axle bearings may be soldered or glued in place. 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.

**Wheels / Tires:** Only the original Pro Track tires as supplied with the chassis are allowed. If replaced, must be exactly as the originals. The front axle must be 3/32" in diameter. The rear axle must be 1/8" in diameter. All tires must be covered completely by the body when viewed from directly above.

Replacement rear wheel and tire sets are manufactured by Pro-Track part number N320. The rear tires are 27 mm in diameter, .18mm wide with the wheels approximately 17mm in diameter. N320

Replacement front wheel and tires sets are also manufactured by Pro-Track and are part number 400. They are 27 mm in diameter, .10mm wide with the wheels approximately 17mm in diameter.

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**Motors:** Must be the Plafit Cheetah II as supplied with the chassis or the "Falcon I", properly identified and marked, as adopted by the MGPMRC as its specification motor. No other motor is allowed. The motor may not be modified in any way and must be left as manufactured. It must be attached to the rear motor mount using screws, solder, etc. Lead wires may be replaced. The motor must be visible through the opening in the bottom of the chassis.

**Gears:** May be replaced but must be 48 pitch as original using a 9 tooth pinion and 33 tooth crown gear and must retain the original inline motor configuration. The crown gear as supplied is either a Cox or a Parma pink crown gear of 48 pitch. Any brand of gears may be used but must be 48 pitch. Gears are subject to ground clearance restrictions.

**General:** Minimum ground clearance is 1/16" (.0625") for everything except wheels, tires and guide flag. Note that this includes the gears. Maximum overall width to outside of wheels and tires is 3 1/8" (3.125").

**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.