

Monaco Gran Prix Miniature Racing Club
MGPMRC
May 19, 2009
Rules, Procedures and Technical specifications

Class Rules / Specifications: ProTrack/H&R Vintage Dirt Modified

Oval Racing, Summer/Fall 2009

Car: 1:24 scale replica of the type of car raced at many local oval tracks around the country known as Dirt Modifieds. The spirit of the class is a line-up of cars such as might run at any of those tracks on any given weekend, not necessarily an exact duplicate of any existing car. These were commonly run on dirt ovals by amateur/hobbyist drivers and teams. The models are to be American coupes or sedans from the 30's and small coupes or econo cars from '60 - '75 such as the Ford Falcon and Pinto, AMC Gremlin and Chevy Vega. See <http://www.vintagedirtmodified.com/default.asp> for ideas as to cars and their appearance.

Body: Must be hard plastic 1:24 or 1:25 scale of the type supplied with plastic model kits. A painted plastic, cardboard or lexan vacuum-formed full-length interior with a 3-dimensional driver figure. The chassis may extend beyond the outside of the body or be minimally trimmed to allow body fit. Excessive trimming of the chassis, as determined by Tech, to reduce weight is not allowed. Be aware that trimming the chassis for this class may render the chassis unsuitable for future use. It is desirable to minimize the appearance of any exposed areas of the chassis with nerf bars, exhaust pipes, etc. If the sides of the front end are left open, some 3 dimensional representation of an engine must be visible. The front end supplied with the kit may be used or a front end may be fabricated as desired, however this is an open wheel class so fenders and running boards are to be omitted. Body may be attached to the chassis aluminum side plates as supplied with the chassis using Pro Track "buttons", double-sided tape, Velcro, screws or some similar means. It is expected that racing these cars may take a toll on the bodies during each race but 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. 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. Grills, bumpers, headlights, taillights, and glass may be omitted. Overall width including tires, body, nerf bars, etc is a maximum of 3.375". 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.

Specifically for this class:

- ✓ *The tires may protrude from the body to the maximum width for this class, as do those of the real cars the chassis, motor, tires, etc.*

Chassis: Must be 1/24th scale First or Second Generation Pro-Track chassis or the H&R Slider chassis with no modifications allowed other than those specified here. Weight may be added. A front axle mount may be added using tubing or oil-lite bearings. The front axle, rear axle, the motor and/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. The body mounting brackets may be modified or fabricated of a suitable material to allow them to reach the body sides. If the 2nd generation Pro Track chassis is used it must be in the inline drive configuration. A bumper or pickup protection loop may be constructed from brass or piano wire and soldered / glued to the front of the chassis. A side nerf bar may also be added, as appropriate for this style of car, but not pose a hazard to corner marshals and may not exceed the overall width of the car (3 3/8").

Wheels / Tires: Only the original Pro Track or H&R wheels as supplied with the chassis are allowed. If replaced, must be exactly as the originals. The front axle may be 3/32" or 1/8" diameter. The rear axle must be 1/8" in diameter. Replacement front wheel and tires sets are manufactured by Pro-Track and are part number 400. They are 27 mm in diameter, .10mm wide with the wheels approximately 17mm in diameter. Similar wheel and tire sets are available from H&R. No O ring fronts. Front wheels may turn independently.

Motors: Only the Cheetah II, H&R Racing (silver or blue) or Club Motor is allowed. Lead wires may be replaced. The motor must be visible through the opening in the bottom of the chassis. The motor may not be modified in any way.

Gears: May be replaced but must be 48 pitch as original using a 9 tooth pinion and 33 tooth crown gear. Gears are subject to ground clearance restrictions.

General: Minimum ground clearance is 1/16" (.0625") for everything except wheels and tires and guide flag. Note that this includes the gears.

Specifically for this class:

- ✓ *Maximum overall width to outside of wheels and tires is 3-3/8" (3.375").*

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.