

Monaco Gran Prix Miniature Racing Club
MGPMRC
December 11, 2017
Rules, Procedures and Technical specifications

Special Class Rules / Specifications:

C Production Legends

Year Long Oval Racing

Car: 1:32 scale replica of the cars that run in the Legends races. (Not sure of who or what organization) The spirit of this class is to include both actual Legends cars as well as those that look very much like them.

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 the specific class. Allowable bodies are Champion Legends, Parma Womp bodies for 30's and 40's cars. There may be others that fit this class but they must be intended for Womp chassis, full-fendered and resemble the Legends style of the 30's and 40's American cars. 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 windows. 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. There car must have a number and the same number should be on at least 3 sides of the car.

Chassis: Must be one of the stamped, commercially available one piece Womp type chassis with inline motor configuration intended for 1:32 scale with no modifications allowed other than those specified here. Examples of allowable chassis: Parma Womp (brass or steel), Champion Thumper. (Riggen Womp is not yet allowed but that may change ? (Don't get one intending to race it !)

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 or the pickup mount 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 free-wheeling 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. Minor trimming of the chassis may be done only to allow body clearance. Pin tubes may be added for body mounting. 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 tires may be o-rings or wider tires mounted on a 1/8" front axle., O-ring wheels and tires are also allowed for 1/8" front axles. The rear axle must be 1/8" with the appropriate wheels and tires. Rear wheels and tires are usually of the setscrew variety. Tires/wheels may stick out from the body/chassis but may not extend beyond the maximum width allowed.

Motors: Club.

Gears: Must be 48 pitch with 8 or 9 tooth pinion and 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 2.52". Maximum width from outside to outside of wheels and tires is 2.85". The wider track is allowed for this session 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.