

Monaco Gran Prix Miniature Racing Club MGPMRC

Rules, Procedures and Technical specifications

1/24 ProTrack/H&R DAYTONE PROTOTYPE

Body: Must be painted and numbered on 3 sides. Must have a painted interior as well. No part of the chassis should be visible through the windows.

Chassis: Must be 1/24th scale brass Pro-Track or 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 but must retain original axle 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. 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.

Wheels / Tires: Tires may be foam, silicone coated foam, silicone or rubber but must be tall enough to maintain minimum clearance requirements. O ring or V style fronts are not allowed. The front axle may be 3/32" or 1/8". The rear axle must be 1/8" in diameter. Tires may not be visible when viewed from above. Front wheels may spin independently.

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

Gears: 48 pitch. 8 or 9 tooth pinion and 33 or less tooth crown gear.

General: Minimum ground clearance is 1/16" (.0625") for everything except wheels and 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"). Bodies may be mounted with pin tubes, Pro Track buttons or other appropriate means. Original brass Pro Track 1/24 "Hardbody" chassis may retain rear ball bearings and 3/32 front axle as supplied by the manufacturer. Ball bearings may not be added to H&R Slider chassis.

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.

Spirit of the Class

DAYTONE PROTOTYPE

Body

Lexan vacuformed,