

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

**Class Rules/Specifications: 1/24 D3 Formula 1**

**Road Racing**  
**Spring 2018**

**Spirit of the Class** Pre-1971 Formula 1

**Chassis:** May be any 1:24 "D3" personally-built or commercially-available scratch built kit style chassis with an "in-line" motor configuration built to these specifications. Chassis may be constructed of brass: sheet, rod, and tube; steel: wire, pin tubing, and commercial guide tongues with a maximum width of 1.625", the axles/axle tubes are the only exception. No other materials are allowed. Prefabricated parts including but not limited to pans, brackets, guide tongues must be individually commercially available, Chassis must have a one-piece brass rear bracket consisting of at least three sides (vertical or horizontal), with each connected side having a minimum width or height of at least .200" and the motor bracket must support the motor and extend to touch the rear axle tube. Bearings are an open item. The axle tube does not need to travel through the motor bracket. The motor can be screwed or soldered in place. Floating pin tubes inside another tube are allowed.

Pieces of steel used for guide tongues are limited to a maximum 1" (25.4mm) total width and 1.50" (38.1mm) total length. Steel tongues cut from the flexi and wing car chassis are not considered "commercial guide tongues" and are not allowed. All legal steel tongues must be purpose built as steel tongues and meet measurement specifications. The joining of brass sheet, plate, or strip parts via tab and slot or "keyed" construction is not permitted. Main chassis rails constructed of round steel or brass wire maybe ground or sanded flat on rail diameter may be removed. Wire or tubing rails must connect the front and rear sections of the chassis. Using metal strip for this purpose is not permitted. A rail is defined as that which connects the motor bracket to the front of the chassis. The bottom surface of the whole chassis (including the motor, but excluding the motor seal and guide flag) must be flat and straight in all directions, with no bowing or drooping of any parts below the plane defined by the front and rear clearance specifications. This will be checked by applying a straight edge to the underside of the car both across the frame and along the length of the frame. The entire car must clear the MGPMRC 1:24 ground clearance minimum of 1/16" (.0625").

Other than a drop arm, all hinged movements must be parallel and oriented in only one direction on any individual chassis. A chassis may have transverse hinges (examples: Iso-fulcrum hinges and plumber hinges) **OR** it may have longitudinal hinges (example: side pan hinges) but the chassis may not have both types. The number of individual hinges is not restricted. Centerline hinges are **NOT ALLOWED**.

Any single front or rear axle must be used, the front axle must carry both front wheels and may rotate independently. The axle may be fixed or in a tube. No hollow axles. NO hinged front wheel movements are allowed (i.e. no "L" arms).

Chassis must be covered completely by the body when viewed from directly above with the exception of no more than half the guide flag may protrude. Minor trimming of the chassis may be done only to allow body clearance. Pin tubes may be added for body mounting.

**Wheels / Tires / Axles:** All tires must be black or very dark as to appear black. Front wheels / tires may not be of the "o-ring" type with a minimum width of 0.375" and a minimum of 0.750" in diameter across the full width and must touch the track. Rear tires must be at least 0.790" across the full width and a maximum rear tire width of 0.810". Axles may be 3/32 or 1/8". Rear tires may be foam, silicone or similar. Maximum overall width to outside of wheels and tires is 3 1/8" (3.125").

**Motors:** Any Falcon, Hawk 7, or less.

**Gears:** Any pitch and any size pinion or spur may be used resulting in any gear ratio. Ground clearance rules apply.

**General:** Minimum ground clearance is 1/16" (.0625") except for wheels and tires and guide flag. Note that this includes the gears and any weight that may have been added on the bottom of the chassis. Maximum overall width of chassis, including outside of wheels and tires may not exceed 3 1/8" (3.125").

**Track Power:** This class will be run on Low Power as defined by the MGPMRC rules.

**Body:** Vacuformed representation of the open cockpit Formula 1 prior to 1970. Bodies may not be less than .007" thick. Any body found to be flimsy or a detriment to marshaling will need to be corrected by the racer. Anybody with exaggerated tail/wing must provide photo proof that it was run in that configuration. All bodies must contain a painted (at least two colors), fully-molded, three-dimensional (i.e. no paper interiors) interior with a driver, helmet, shoulders, and arms and must cover the chassis as viewed from above. If the driver is not molded in, the body must be totally cut out so the interior is in full view.

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**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 or a 1 race exemption may be allowed.