

MMRK presents the international:

**MMRK DRAGWAY**

**GASSED!**

**1:25 CHALLENGE**



**2. February 2019**

Entry fee: 75,- kr or 10,- Euro

Registration by 1 / 1 - 19

**Big prize to the winner  
and diploma to podium  
and "people choice"  
winner!**

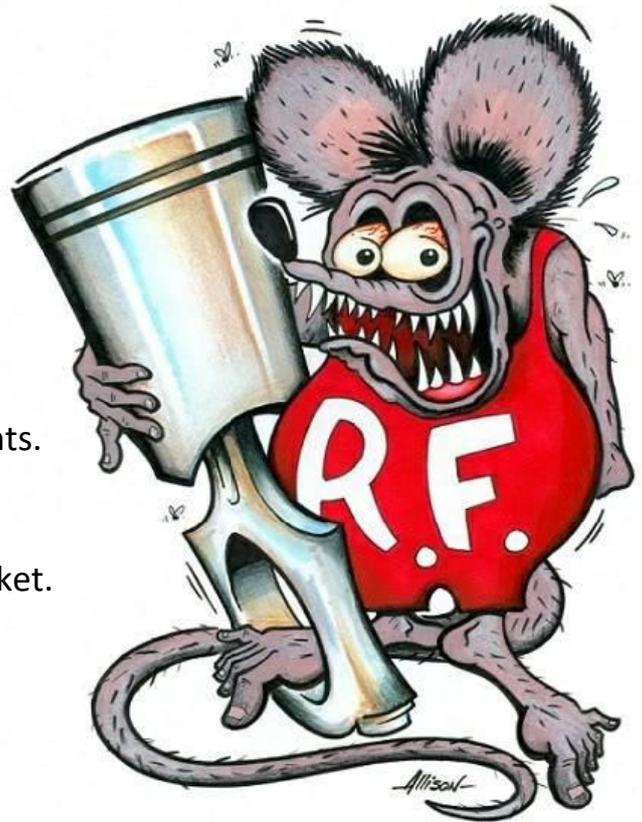


## Drag racing!

The event will *only* be drag racing on MMRK Dragway, Nygade 29, 7430 Ikast. (Desert Spring Raceway be open for testing and tuning, but no official competition on the raceway.)

### Time schedule:

- 8:00 Doors open and free practices start.
- 8:15 Breakfast
- 10:00 People's Choice Award
- 10:30 Time trials, 10 time for all participants.
- 12:00 Lunch!
- 13:00 Bracket race! 3 race guarantee bracket.
- 15:00 Prizes.!



### What is a Gasser..?

A "gasser" is a type of hot rod originating on the drag strips of the United States in the late 1950s. Most gassers are based on production models from the '30s through the '60s that have been stripped of extra weight, modified with a solid front axle and "jacked up" with suspension modifications. These changes provide better weight transfer and improved traction on acceleration. Cars with shorter wheelbases are preferable due to lower overall weights. Other weight-reduction techniques include fiberglass body panels, stripped interiors, bumper removal, plexiglass windows and more. Built for racing, gassers are often subject to an engine swap and it's common to include a supercharger, fuel injection and headers. These changes translate to faster speeds and lower elapsed times at the drags.

The "gasser" name arose because these cars were drag raced in a "gasoline driven" class, as opposed to using racing fuels such as nitromethane or alcohol. Cars entered in this class were designated in various divisions (A/G, B/G, A/GS, etc.) based on a weight-to-engine cubic inch displacement ratio.

Certain brands of cars are well-suited to being modified into gassers. This includes names such as Willys, Anglia, Henry J, Austin, Studebaker, Thames and of course, Chevrolet and Ford. Over the years, many of these cars have been turned into formidable racing machines on the strip and street.

The "Gasser Wars" Era occurred during the mid to late 1960's. Back then, gassers were hugely popular and teams of drag racers competed across the U.S. Many teams were sponsored by engine component manufacturers to promote their speed-related equipment. Race results (some true, some inflated) were used in advertisements for upcoming drag races. In the early '70's, other drag racing classes gained popularity and gassers were seen less frequently. However, with nostalgia drag racing now gaining in popularity, we are pleased to see more and more gassers on highways and drag strips. Gassers are also popular in foreign countries such as England, Australia, Sweden and others though drag racing remains predominantly a U.S. activity.

In Denmark there is a growing interest in 1:25 scaled version of these mean racing machines.

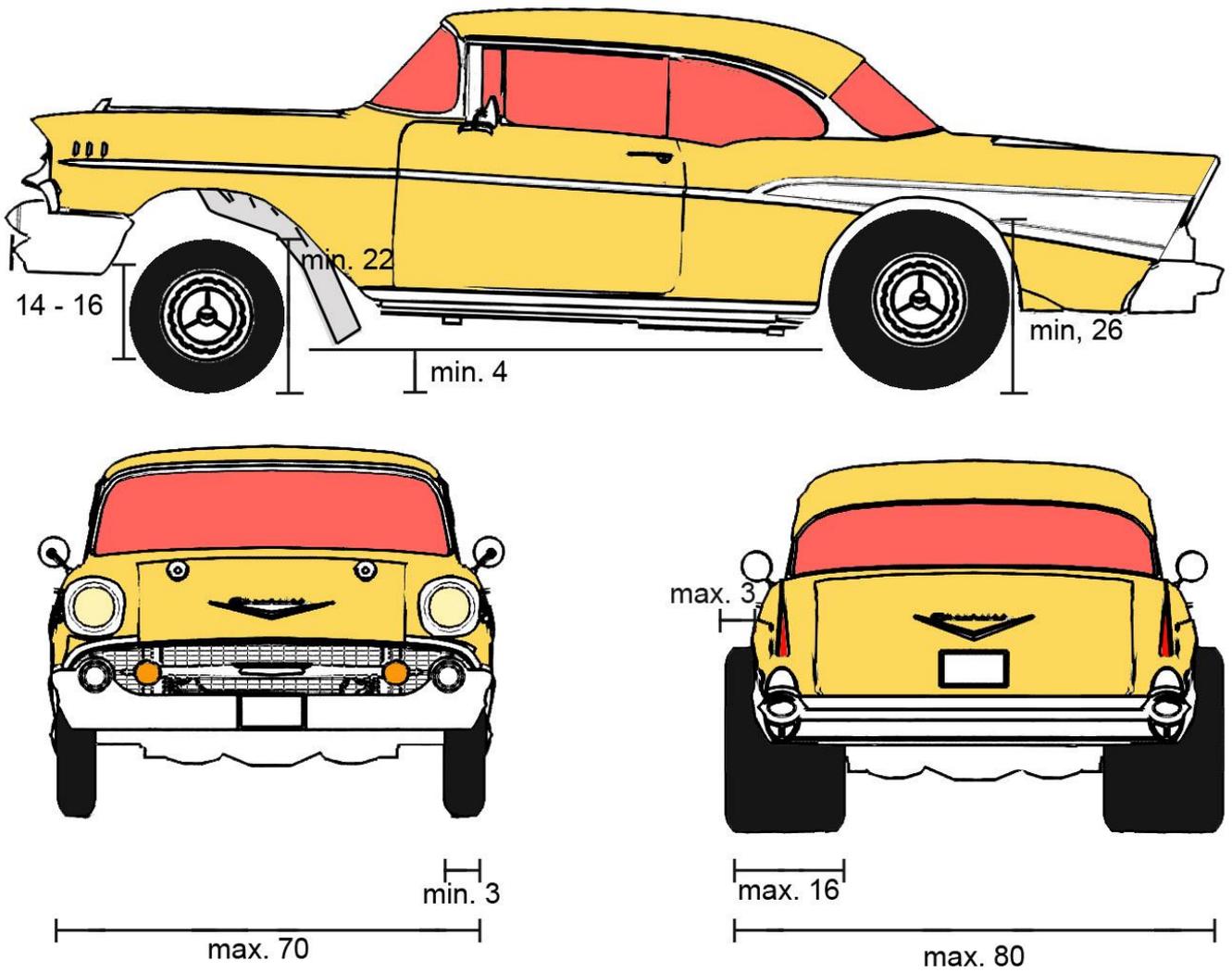
# Technical rules:

- Body:** The body must from a 1:25 plastic model kit of a US car from 1967 or earlier. No open cars, all cars must have a top/roof!  
Mustang must be 1966 or earlier, No Camaros!  
Modifications are allowed: with or without bumpers, with or without hood or cut out in hood, lexan windows, other motor, headers, blower, injection, cut-out wheel arches, moon tank, altered wheelbase ect.  
No Pro stock/snorkel style hood scoops (scoops must have the look of the 1960s).  
No restrictions on paint scheme, but no website (.com) decals, no modern graphics, no flame jobs and names need to be something that suits the 1960's.  
The car must have a painted scale -and period - like driver and a roll-bar.
- Motor:** One Plafit pf8896 18d bison motor ca.20000rpm@18volt.
- Motor set-up:** No restrictions, sidewinder, inliner or anything goes ☺
- Chassis:** No restrictions, scratchbuilt or commercially manufactured, drop arm and wheelie bars allowed.
- Wheels:** Outer diameter, front: min. 22 mm, rear: min. 26 mm  
Tire width, front: minimum 3 mm, rear: maximum 16mm  
rim diameter, front and rear: ca. 14 – 16 mm (measured inside the rim)  
Front and rear tires are free of choice but must be black. Front tires must touch and roll on the track, but it is permitted to treat the tire surface to reduce friction.  
It is not permitted to make grooves etc. in the tires.  
The rims must be fitted with period like scale inserts.
- Axles:** Front axle: no restrictions  
Rear axle: must be solid steel axles, min. 3 mm in diameter.
- Weight and measurements:**  
Total track width rear: max. 80 mm, but max.3 mm outside body in each side.  
total track width front: max. 70 mm (inside /under fenders)  
ground clearance<sup>1</sup>: min 4 mm (measured without the droparm)  
axle distance: no restrictions (altered wheelbase is allowed)  
weight: minimum 180 g
- Other:** There are no restrictions on choice of gears, gear ratio, guide, braids, motor wire and bearings
- Track voltage:** 19 V, everybody to use the same speeders.



<sup>1</sup>Only between the front and rear wheels, no ground clearance requirements under gear or crown

Drawing with measurements:



MMRK Dragway  
 Nygade 29  
 7430 Ikast.