

Trans Am Class Rules and Specifications: as of 1-1-2017

Body Specifications:

Late '60s to early '70s American pony car Vintage Trans-Am bodies only

Bolink part numbers:

BL2262 '68 Chevrolet Camaro

Also known as RJ Speed Part # BOL2262

BL2263 '65 Ford Mustang

Also known as RJ Speed Part # BOL2263

HPI part numbers:

17510 - 1970 Plymouth AAR 'Cuda

7494 - 1968 Chevrolet Camaro

17531 - 1969 CHEVROLET CAMARO Z28

17508 - 1965 Ford Shelby GT-350

17519 - 1966 Ford Mustang GT

104926 - 1966 FORD MUSTANG GT COUPE BODY

17546 - 1970 Ford Mustang Boss 302 (scale wing ok)

105106 - 1970 DODGE CHALLENGER BODY

McAllister Racing part numbers:

#286- 1969 Mustang body

#295- 1970 Pontiac Firebird Trans Am VTA body- 1/10- 200mm

#304- 1970 CAMARO TRANS AM BODY-1/10th, 200mm, VTA Class

#305- 1968 COUGAR TRANS AM BODY-1/10th, 200mm, VTA Class

For the HPI, Bolink/RJ Speed Mustangs and McAllister Cougar which are not provided with a spoiler:

A lexan spoiler of 16mm total height from trunk deck, and overall chord of 20mm is allowable. All other

bodies must use the spoiler included with that specific body set. Built in spoilers may not be enhanced.

Parma part numbers:

10143 - 1969 Z28 Camaro

10141 - 1970 Boss Mustang

10113 - 1970 'Cuda

Pegasus Hobbies part numbers:

PGH4001 - 1970 Camaro SS

PGH4002 - 1970 'Cuda

PGH4003 - 1970 Mustang

Protoform part numbers:

#1526 - J71

#1535-30 1971 Pontiac® Firebird Trans Am

#1552-40 1971 Chevrolet Camaro

Body provided deck lid spoilers allowed (not wings). No additional skirts or raised/extended wings or air control surfaces allowed unless specified by these rules. Body must be trimmed at body trim lines. Front spoiler may be extended into body to provide durability. Full rear bumper required. It is highly preferred that bodies are detailed in race type livery in period-correct paint schemes. Fluorescent colors, wild graphics, chromes and non-period correct paint schemes are frowned upon. All cars must have a number on the hood, both doors and trunk lid. Wheel covers of any type are NOT allowed.

All cars must include a driver figure consisting of at least a head and shoulders.

Driver Figure part numbers (ANY suitable 1/10 driver figure is legal-these are readily available examples)

HPI

#104815 INNER BODY SET FOR DT-1 TRUCK BODY

Associated

6180 Driver, unpainted, 1:10

McAllister

#423 Stock Interior and Driver

#419 SPRINT CAR DRIVER

Tire & Wheel Specifications:

The only tires allowed are HPI tire part #4793 "front" and #4797 "rear", using stock tire inserts provided with tire and any HPI Vintage wheels designed to fit these tires. All other tires and/or part numbers are illegal. Wheels and tires designated as "front" must be used as front tires/wheels, "rear" wheels/tires must be used as rears. Five or Eight spoke wheels available in various colors. 0mm offset front wheels and 6mm offset rear wheels are intended for 26mm width fronts and 31mm width rear tires. 8-spoke Vintage wheels from #3805 through #3814,

5-spoke Vintage wheels from #3815 through #3822 and Vintage stock car wheels from #3854 through #3860, Vintage Wheel CC Type #33472 and #33473, Vintage Wheel DTP Type #33474 and #33475 are all legal wheels.

Grinding of tire tread is NOT permitted. Sanding of mold seam to remove seam is allowed. HPI Vintage Slicks and HPI Vintage Performance Tires are not allowed. Tire traction compounds are at the discretion of the track. No other altering, changing or softening of the tire is allowed. Tires may not be belted or changed to prevent "ballooning". All decisions of the race promoter or track owner are final. No "double stuffing" of foam inserts allowed—only single stock vintage tire inserts are allowed.

Chassis Specification:

Four Wheel Drive touring car chassis only. Any era or brand 4wd chassis is allowed.

All Cars must be Full Time 4wheel drive no "1-way" diff or pulley system is allowed

Motor Specifications:

Any ROAR approved 25.5 motor that is on the ROAR list and only 12.3 rotor

Novak SS25.5 Pro brushless motor (pn:3425V) or Ballistic 25.5 (pn:3625V-stator only pn:S6625) Club (pn:3331) or Boss (pn:3626V) are grandfathered in and also legal

All house track rules regarding LiPo usage apply. Only physical motor timing advance is allowed, however Ballistic/Boss motors may be advanced beyond the last line of the timing range sticker. 12.3 mm rotor diameter only (no "tuning" rotors are allowed, only stock Novak rotors allowed). Using ceramic bearings in the motor makes you a dork. No modifications or optional parts allowed on motor can, endbell, stator, or rotor other than the Boss #5925 Ballistic 540 Vented Endbell/Bearing Racing Upgrade Kit (replacement) . No cooling holes or other changes allowed to motor. Fans and external clip on heatsinks are allowed, but integral type heatsinks/fans including but not limited to those that require motor disassembly to mount are illegal.

All decisions of the race promoter or track owner are final.

Approved ESCs:

ANY ESC that is ROAR approved and using ROAR approved "Blinky" spec software or on this list

Battery Specifications:

ROAR approved 7.4v 2 cell LiPo hard cased, 6000mAh MAX limit

Ride Height Specification:

Minimum ride height is 5mm on Carpet

Weight Specification:

Minimum 1450g in race-ready trim

Race Specification:

- 5 minute qualifiers
- 8 minute mains
- Larger Races IFMAR-type starts are a better option. All smaller "club" heats and mains should be straight-up starts, with random sorts for each heat if desired. Non random sorts should shuffle starting order for each heat.

Optional Main Variations:

- 12-20 car A-mains, depending on car counts.
- Invert qualifying order based on random hat pull (top 6-10 cars).
- "LeMans" type starts where all cars are lined up on an angle to the racing line in order.
- Run track in reverse rotation for mains.
- Rolling starts

MOST IMPORTANTLY: If it's not in the rules, and does not encompass the spirit of slower, controlled racing with realistic looking cars, consider it illegal. This is called the "Spirit of VTA" Rule.

The class is based on slower, equal playing field competition with less traction, minimal aerodynamic aids and mostly older carpet racing technology. The final objective is close, fair, wheel-to-wheel racing for all.

All decisions of the race promoter or track owner are final.