



Rules updated 9.7.08. All rules subject to change and expansion should need arise.

Trans-Am Class Rules and Specifications

Body Specifications:

American pony car Vintage Trans-Am bodies only (cars used in SCCA Trans-Am racing from 1965 through 1972).

HPI part numbers:

17510 1970 Plymouth AAR 'Cuda
17519 1966 Ford Mustang GT
17508 1965 Ford Shelby GT-350
7494 1968 Chevrolet Camaro

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

Body provided deck lid spoilers allowed (not wings). No additional skirts or raised/extended wings or air control surfaces allowed. Body must be trimmed at body trim lines. 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 trunklid. Wheel covers of any type are NOT allowed.

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. 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 are all legal wheels.

Grinding of tire tread is NOT permitted. Sanding of mold seam to remove seam is allowed. HPI Vintage Slicks are not allowed. Tire traction compounds are at the discretion of the track. No other altering, changing or softening of the tire is allowed. 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.

Motor Specifications:

Option 1: 27-turn ROAR stock motor: No FDR limit, bearings are NOT allowed to replace stock bushings

Option 2: 17.5 brushless motor: Motor timing advance is allowed. 12.5mm rotor diameter maximum (no "tuning" rotors allowed)

Option 3: 21.5 brushless motor with 2C LiPo: Novak SS21.5 Pro brushless motor (pn:3421) ONLY combined with any ROAR-approved hard-cased 2C 7.4v LiPo pack up to and including 5000 mAh capacity. All house track rules regarding LiPo usage apply. Final drive ratio is to not exceed 4.2. Motor timing advance is allowed. 12.5 mm rotor diameter maximum (no "tuning" rotors are allowed).

Suggested gearing FDR recommendations:

27t brushed/4-cell: 5.4 - 5.7 FDR
17.5 brushless/4-cell: 3.5 - 3.7 FDR
21.5 brushless/LiPo: 4.2 - 4.3 FDR

Tracks should *not* dictate which motor combination a racer should choose. All three motor/battery combos have been tested to compete evenly against one another in competition with great success. If any one power choice shows a definitive advantage at a certain track, it is up to the race management to even the racing out via suggested gearing changes.

Battery Specifications:

4-cell NiCd or NiMh batteries, 4600 mAh limit (27t brushed or 17.5 brushless motor options ONLY)

2 cell ROAR-approved LiPo hard cased, 5000 mAh limit (21.5 brushless motor option ONLY)

Ride Height Specification:

Minimum ride height is 5mm.

Weight Specification:

Minimum 1450g in race-ready trim

Race Specification:

- 5 minute qualifiers, 8 minute mains
- Absolutely NO IFMAR-type starts. All heats and mains should be straight-up starts, with random sorts for each heat. 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 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

Spirit of the Rules: 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.