

SUMMIT RC RACEWAY - VTA RULES

(2011 - 2012)

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

Bolink part numbers: BL2262 '68 Chevrolet Camaro and BL2263 '65 Ford Mustang.

HPI part numbers: 17510 - 1970 Plymouth AAR 'Cuda, 17519 - 1966 Ford Mustang GT, 17508 - 1965 Ford Shelby GT-350, 7494 - 1968 Chevrolet Camaro, 17531 - Chevrolet Camaro Z-28, 17546 - 1970 Ford Mustang Boss 302 and 105106 - Dodge Challenger.

Parma part numbers: 10143 - 1969 Z28 Camaro, 10141 - 1970 Boss Mustang and 10113 - 1970 'Cuda.

Pegasus part numbers: PGH4001 - 1970 Camaro , PGH4002 - 1970 Cuda and PGH4003 - 1970 Mustang.

Protoform part numbers: 1526 - J26 - 1970 AMC Javelin.

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 should have numbers on the bodies. 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. All other tires and/or part numbers are illegal. Five or Eight spoke wheels available in various colors. 0mm offset front wheels and 6mm offset rear wheels 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 , 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 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 tires 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 brand 4wd chassis is allowed.

Motor and Battery Specifications: *Novak SS25.5 Pro brushless motor (Pt # 3425V) or Ballistic 25.5 (Pt # 6625V - stator only Pt # S6625)* Novak motors are the ONLY motor allowed at this time. Only physical motor timing advance is allowed, however Ballistic motors must not be advanced beyond the last line of the timing range sticker. 12.3 rotor diameter only (no "tuning" rotors are allowed, only stock Novak rotors allowed). Using ceramic bearings in the motor makes you a dork.

Approved ESCs:

Novak - GTB (Pt #1710, 1711) and GTB 2 (Pt # 1709), Havoc (Pt #1732, 1733, 1735) Slyder (Pt # 1712), XBR (DISCONTINUED) (Pt # 1720), Mongoose Micro (Pt # 1718).

LRP - A.i. Brushless Reverse (Pt # LRP80100, LRP80150).

Speed Passion - Cirtex Stock Club Race (Pt # 12280).

Battery Specifications: 2C ROAR-approved LiPo hard cased.

Ride Height Specification: Minimum ride height is 5mm.

Weight Specification: Minimum 1550g 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: - 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. - 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.