

Northeast Hardbody Racing

Scale racing at it's finest



TransAm

Motor: Only the Stock Cobra 26K motor may be used and may not exhibit any signs of opening or tampering. No modifications to the motor are allowed. Adding heat sinks are not allowed.

Chassis: Stock H&R Chassis only. The stock rear brass bushings may be soldered into place. The rear bushing holes may be slightly enlarged, or adjusted to allow proper alignment of the bushings...however the bushing holes may not be altered for the purposes of lowering the rear of the chassis. Modifying of the front 1/8 axle openings to accept bushings is not allowed. May add 1/8 inch brass tubing to house the front axle, or you may solder the front axle in place, however; lowering of the axle holes for the purpose of lowering the front axle height is not permitted. The motor mount holes may not be drilled out, or altered in any way. The adjustable holes in the main chassis pieces may be modified to allow for minor adjustments in the chassis length to accommodate the wheel base on some bodies. You may solder the chassis sections in place to avoid movement. The chassis adjustment screws and body mount screws may be glued, or soldered in place.

The chassis and body must maintain a 1/16" minimum clearance as measured from the top surface of the tech block to the bottom of the chassis in front, middle and rear of the chassis. This must be measured with the guide flag in the slot of the tech block.

Any guide flag of choice is allowed as long as it fits within the chassis mount without chassis modification. Guide spacers may be used. Any braid and lead wire of choice is allowed. Guide flag reinforcement may be added, but the original position of the guide flag may not be altered. Weight may be added to the inside of the chassis only.

Wheels/Tires: Front tires: Must use stock, 27X10mm H&R fish rubber, silicone, or foam tire, or Pro Track 27X10mm hard foam, front tire. There is no minimum tire diameter, or width. Maximum front and rear wheelbase width is 3 1/8". Front wheels may be made to run independent.

Rear tires: Must use the stock H&R 27mm diameter tire, or may use or Pro Track 27mm diameter Daytona Stocker tires. The purpose of using the 27mm tire is standardizing the wheel (rim) size that all racers use. Cutting and truing of front and rear tires are permitted, however; the chassis must maintain the 1/16" clearance minimum. There is no minimum tire diameter, or width. Rear tires may not protrude from wheel openings by more than 1mm each side of car body, or extend beyond 3 1/8" with tires under the fender wells. Front or rear tires other than those listed here are expressly not allowed.

Axles/Gears: Any 1/8 inch solid steel axle may be used, front and rear. Axles may be cut to desired length. Must use the stock 9 tooth pinion and the 48 pitch crown gear or may replace with a 9 tooth 48 pitch Parma steel or brass pinion. Any H&R or Parma crown gear and any ratio is allowed.

IMSA/GTO

Same specs as the TransAm class detailed above, however; max rear tire width up to 3 1/4", protruding no more than 1mm each side, beyond car body.

Car Bodies: **"All Classes"**

All cars must be of coupe design or a convertible must have the hard top installed as per prototype. All car bodies must be 1/25 or 1/24 styrene or resin.

Bodies to be raced in the **TransAm class must be from the 1965-1975 years**. Latitude towards model selection will be allowed, since many cars pre-1965 had several years of eligibility such as the Ford Falcon, or perhaps a SCCA 1963 Corvette Coupe in SCCA. **Bodies to be raced in the IMSA/GTO class must be between 1975- 1995.**

Body mounting: It is entirely up to the builder how to mount the body to the chassis, keeping in mind that consistent body mount failure during racing that causes track incidents or track calls may result in black flag situations. The original mounting bracket may, or may not be used.

TransAm body ride height: This rule applies to the TransAm class only. There is no minimum, or maximum body ride height, however to guard against "slamming" bodies, in addition to the 1/16 inch track clearance the body should be mounted such a way as to allow the full diameter of the rim to be viewed from the side on while the car is on the tech block with a plus or minus of 1mm. Certain cars with very low wheel wells like the Falcons will receive special consideration.

No modifications to original model kit body such as widening wheel opening diameters, or flaring of the fender sides, unless flares were included with original kit. All class bodies must run the original kit glass, no lexan substitutes permitted, unless an original part of a resin kit. All class bodies may be put together or internally reinforced with compounds such as e6000, Shoo Goo, or other glues, or Epoxy resins.

All class bodies must have a painted interior installed. Lexan interior trays with molded drivers are permitted, flat styrene interior trays may be scratch built with a driver and wheel added, such as the Champion 1/24 drivers. Original kit interiors are permitted, however, a driver must be added. Paper interiors are allowed, but must have a molded plastic driver with steering wheel.

All class bodies should be painted, however, if you choose to just clear coat the molded kit color that is permitted. All class bodies **MUST** have at least 3 numbers to identify the car.

If the rules stated on this page do not indicate a part or tuning method IS allowed, it is NOT allowed.