

Hills Offroad Vintage Festival Guidelines 2019

Index

1. GENERAL GUIDELINES FOR VINTAGE CLASSIFICATION
2. CLASSES AVAILABLE / RACE FORMAT
3. CLASS SPECIFIC GUIDELINES
4. ALLOWED MOTORS AND BATTERIES
5. DRIVING STANDARDS AND ETIQUETTE

1. GENERAL GUIDELINES FOR VINTAGE CLASSIFICATION:

The main aim of these events is to have fun obviously, but a part of that fun is feeling like everyone is competing in the same spirit of the event. With that in mind, the cut off for Vintage cars is there for a reason and the concept is pretty simple regarding modifications. If the modification involves changing the geometry of the car ie 1993 shock towers give a better/different geometry to the 1992 ones, then they shouldn't be on the car. However, if it's the case that the upgrade is purely a reliability one ie using a 93 slipper on a 92 car to protect the drive train or stronger belts, then it is deemed ok, but don't replace the whole transmission with a unit from a later model in the name of reliability. If the item is both stronger and changes geometry it's not allowed.

The cut off date refers to the date the buggy was available for purchase on the retail market. Please also refer to the Vintage Eligible buggy and truck lists attached to the main post in the thread. A lot of work has gone into putting the lists together but it is not always correct and if you have a buggy not listed, please get in touch and I can add it.

Unless specific class requirements state otherwise, the fitting of later model shocks, wheels and tyres and other small parts is acceptable – as sometimes they are simply impossible to find and/or maintain. We need to keep the cost of racing a vintage buggy reasonable, but fitting version 2 associated big bores on your car isn't in the spirit of the rules

Categories for Vintage racing are:

- VINTAGE Buggy: Cut off date December 31, 1992. 2wd and 4wd classes - open and stock
- Classic Buggy: Buggies release between 1993 and 1996 - Sport tuned motor only part number 53068 (supply your own) Pre '93 buggies are eligible
- Stadium Truck: Cut off date December 31, 1996. Roar legal Brushless 17.5 turn with Zero degree timing stock spec esc (Blinky mode) (higher winds such as 21.5 may be run) or Axial 20t Brushed motor Part no. AX24003 (You may also run sport tuned, torque tuned or Johnson 540 motor)
- Purist – Pre and Circa 1987 world titles. See class description for more details
- PLASTIC Fantastic: Cut off date December 31, 1988. Stock motor
- 4wd Outlaw: Open to 4wd buggies from 1997 to 2003 encompassing buggies such as Losi XX4/XXX4, Yokomo MX4, Schumacher Cat 3000, Predator. This class will use the standard 540 Johnson motor available from the club

2. CLASSES AVAILABLE

2wd Day

- 2wd Vintage Stock
- 2wd Open (Vintage & Classic)
- 2wd Classic Sport tuned
- 2wd Purist Stock
- Plastic fantastic

4wd Day

- 4wd Stock Vintage
- 4wd Open (Vintage & Classic)
- 4wd Classic Sport Tuned
- 4wd Misfits / Pipe Frame
- Hotshot
- 4wd Outlaw
- Stadium Truck

Race Format

All races are 5 minutes long plus time to complete the last lap and all races are grid start as it was done back in the day. There will be 3 qualifiers and 3 Finals including 3 finals for B finals if time permits

Grid for the first qualifier will be random and grids for 2nd and 3rd qualifiers are based on the finishing position from the previous race. Grid positions for the finals are based on fastest qualifying time (best run). The results for each class will be determined based on best 2 results in the finals with tie breaker being fastest time per IFMAR scoring system

3. CLASS SPECIFIC GUIDELINES

Plastic Fantastic: Any 2wd car that was released with fixed camber front and rear up to the end of 1988. Solid axle buggies like the Hornet and Grasshopper are also included in the class. Basically this class is for entry level buggies. Springs can be changed, but the car must retain original shocks. All internal gearbox components must be factory standard and the maximum pinion allowable is the largest pinion indicated in the manual, no dremelling of the gearbox to shove bigger pinions in. No other modifications or option parts are allowed other than bracing for reliability. Buggies that have been modified to have adjustable camber should be entered in the 2wd purist class. The motor for this class is the Johnson RS540 handout motor. (Same as the stock class). Tyres and wheels are open

2wd Purist: This class harks back to the classic battle of the 1987 worlds. Kyosho had brought out the Ultima with a pledge that it would beat Associated's all-conquering RC10 and win the Worlds that year (which it did). Eligible cars include RC10 Gold pan (short arm/6 gear-no mods or hop ups – rere allowed), Kyosho Ultima ladder style or Pro (no mods or hop ups), plastic fantastic cars (period option parts allowed) and the SRB series, plus the kyosho beetle/Tomahawk. All cars must run on original/Old school tyres and the handout Johnson 540 is the motor for this class

Pipe frame: This class is aimed at the 4wds that utilise a pipe frame as opposed to a body shell. The cars that fall into this category are the Mugen Bulldog and Hirobo Zerda, please get in touch if you have another buggy you believe fits into the category. Tyres are open and motors are the handout stock 540 motor. A vote will be taken from the drivers at the drivers meeting to determine if the short or long track will be used

Misfits: Aimed at entry level, chain driven and obscure 4wds such as the thundershot series buggy, Kyosho Rocky or Mugen, Nikko, AYK, SG, Royal Ripper, Nichimo, Hirobo or Marui brands. The rere original Optima is also legal for this class but must be run in stock trim with only tyres, springs and oils open to be changed. There will be a breakout lap time for the class (which means a minimum lap time) so if your car goes faster than the breakout lap time you'll be encouraged to either move it up to 4wd 540 or de-tune your car. If you're unsure if your car is eligible, please pm me, (Hint; a Nikko Brat up works spec'd should be in 4wd 540). Tyres are open and motors are the handout stock 540 motor.

Hotshot Class

Eligible cars for the HOTSHOT Class are:

- Hot Shot
- Boomerang
- Super Shot
- Big Wig
- Hot Shot II
- Super Sabre

The eligible buggies for the Hot Shot class are limited to the above mentioned buggies only. The motor for this class is the Johnson 540 handout motor. (Same as the stock class). The aim for this class is that someone could buy a re-release kit and go racing merely by finding the right pinion (17 tooth maximum) and modern tyres so the cars should

remain as stock, standard cva shocks must be used, all internal gearbox components must be standard . Interchanging of parts between these cars is fine. ALL cars must retain a strong resemblance to the original buggy where possible (period correct aftermarket bodies are acceptable). Tyres and wheels are open.

Stadium Truck: all vintage and classic 2wd trucks up the end of 1996 will be eligible for the class. The motor is 17.5 turn brushless using an esc with stock spec Zero timing (blink mode) or the brushed option is the Axial 20t Brushed motor Part no. AX24003. You may also use higher wind motors like sport tuned/torque tuned for brushed or 21.5 for example in brushless

Classic Buggy: This is for buggies released between 1993 and 1996 (and prior). Both 2wd and 4wd will be run and the motor is the sport tuned part no. 53068. (supply your own motor) All vintage eligible buggies can be run in this class so if you're torn between running your 870c or egress, run 1 in vintage and the other in classic

4wd Outlaw: Open to 4wd buggies from 1997 to 2003 encompassing buggies such as Losi XX4/XXX4, Yokomo MX4, Schumacher Cat 3000, Predator. The aim of this class is to showcase what was a very interesting period in 4wd with Losi bringing out 2 models, Schumacher with a redesign of the cat 2000 brought out the 3000 with a new chassis layout, Yokomos successor to the YZ-10 the MX4 was release and subsequently the MR4-BC which was based on their touring car and of course the predator came out with in board shocks and shaft drive. The class doesn't include buggies from the JConcepts BJ4 onwards ie B44 as these buggies represent the next evolution in buggy design as the XX4 did in 97. This class will use the standard 540 Johnson motor available from the club. As always, If you have extra 4wd buggies from earlier years and want to give them a run, you are more than welcome to run them in this class

4. ALLOWED MOTORS AND BATTERIES

Category motor basics:

- STOCK – RS540 Johnson 540 grey endbell handout motor can be bought from club or motors from previous festival or enduros may be re-used (Motors available for \$20 each. Please order motors when you submit your entry) Motors can also be bought from Northern Beaches hobbies part no. JOH-683
- OPEN – any motor - brushed or brushless.
- SPORT TUNED – Tamiya sport tuned motor part number 53068 (supply your own)
- Stadium truck – Axial 20t Brushed motor Part no. AX24003 or any 17.5 Roar legal brushless motor using an esc on zero timing (blinky) mode

Category Batteries:

- Hard case 2s Li-Po 7.4 v nominal voltage maximum (LiHV not allowed). Batteries must be charged to a maximum of 8.4v
- Sub-C cells. 7.2 v nominal voltage maximum Nimh or Nicad

5. DRIVING STANDARDS AND ETIQUETTE:

We understand that a lot of vintage enthusiasts aren't well seasoned racers, which is why it's great to get a chance to get everyone out on the track with fellow minded people who all have a respect for these old machines. The driving standards have been excellent over the last number of years, with a lot of respect being shown on track for these rare cars whilst still maintaining high level competitive racing :

- NO SWEARING AT THE MARSHALS – they didn't crash your car – you did. It's ok to talk loudly to attract their attention – but don't swear or be aggressive towards them. Remember – you are a marshal too – or will be!!
- If a faster car is coming up to lap you – just move slightly off line - or let them know that you are letting them through. This avoids damage to our precious vintage buggies and allows you, as the slower driver, to learn the lines of the faster driver. Crashing, and taking both of you out, only slows the both of you down.....easier to just be courteous.
- Be ready for your race, the sooner you are ready – the sooner we can start – giving more free time for everyone! We understand that having a chat about the good old days is fun, but we really want to make sure that everyone gets enough racing in. If you intend on entering the maximum 3 classes per day please plan ahead so you have your cars ready and down at the track at the beginning of the round so you can race then marshal and then grab your car ready to race again. We've found we lose a lot of time with people having to run back to their tables to grab the next car etc.
- Please don't be aggressive with your driving or other competitors. We all understand the value of the cars we'll be running, dangerous moves are not worth it.

Most importantly..Have FUN!!!