

Vintage Enduro Guidelines

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Teams

Teams will be made up of 3 or 4 drivers. In the 5 hour enduro you can run 1 car per driver or 1 car for the team

Salary Cap

Each team will submit their list of drivers and cars to me via pm. Each 4 car team is allocated a 14 point "salary cap" (11 points for 3 drivers) which their list of cars must equal or be less than. Each car has been allocated a points value that it brings to the team, for example a yokomo 870c is worth 5.5 points, if you have 2 870c's in your team (or share the car among 2 drivers) then you've used up 11 points so you only have 3 more points to spend on cars for the 4 driver team. Any combination of buggies/trucks is allowed as long as you meet the salary cap requirement. Teams using 1 car only will be allowed to run a car worth 4 points or less before bonus points are taken in to account.

Bonus points to add to Salary cap

Driver Grading

We have produced a driver grading list which lists drivers from the previous enduro and groups them into a classification based on the best lap time achieved taking into account the car being driven. Other vintage drivers have been added to the list based on their skill level based on previous festival results. The aim was to grade in the most objective way possible and the list is not meant to offend anyone, the lower the ranking the more points you bring to a team so bronze drivers will be highly sought after as teams start to form and start to run out of points. The points added to the team salary cap are listed below. If you had a 4 driver team with all bronze drivers, your points cap would be increased to 20. Please pm me with your email address if you'd like a copy of the 2017 driver points list

Platinum:	0
Gold:	0.5
Silver:	1
Bronze:	1.5

Non- vintage racer point bonus

Teams will earn themselves 0.5 bonus to their salary cap for including a driver/drivers in their team that has/have not competed at a vintage event in the past 3 years

Minimum time / Laps

Each driver must complete the minimum time / lap requirement. For a 3 driver team that's 1hr 30 minutes, 4 driver team is 1 hour minimum. In the case that driver time is not available from the lap scoring, the minimum laps chart below will be used. Minimum laps are based on your car value and driver rating, for example a silver driver in a 3 car team driving a 4 point car must complete a minimum of 126 laps

Minimum laps per car									
4 Car Team					3 Car Team				
	Driver points					Driver points			
Car points	Plat.	Gold	Silver	Bronze	Car points	Plat.	Gold	Silver	Bronze
6	93	91	89	87	6	139	136	133	130
5.5	92	90	88	86	5.5	137	134	131	129
5	91	89	87	85	5	136	133	130	127
4.5	90	88	86	84	4.5	134	131	128	125
4	88	86	85	83	4	132	129	126	124
3.5	87	85	84	82	3.5	130	128	125	122
3	86	84	83	81	3	129	126	123	121
2.5	85	83	82	80	2.5	127	124	122	120
2	84	82	81	79	2	125	123	120	118
1.5	83	81	80	78	1.5	124	121	119	117
1	82	80	79	77	1	122	120	118	115

Drivers falling under the minimum time limit will result in a lap being deducted from the team result for every minute (or part-thereof) a car falls short of its minimum time. If total time for a car is not available as can happen with Alycat, minimum laps will be used. For every 2 laps a car falls under the minimum lap requirement 1 lap will be deducted from the team result. If a car falls an odd number of laps short of the requirement, that shortfall will be rounded up. From the example above, the silver driver who had to complete 126 laps only complete 117, that would be rounded up to 10 laps short and 5 laps would be deducted from the team

Eligible buggies and Trucks

All vintage and classic legal buggies and trucks are eligible, if your car is not on the attached list, please contact me for a points allocation. When submitting the team list, please let us know of any big upgrades made to the car eg, a gold pan rc10 with a stealth and long arms is classed as a normal rc10 not a purist spec car, likewise, a madcap running an astute chassis will be classed as an astute. All cars must fall within the allowed modifications for the Vintage Festival and all must meet the standard minimum weight limits 2wd=1500, 4wd=1600g and Truck=1700g except for plastic fantastic buggies. Please see the list of buggies with points allocation on separate document.

Vehicles that are presented with upgrades that move it up to a different grading will be asked to have the upgrades removed or 5 minute stop go penalty will be applied for every 0.5 variance in the rating of the car. Using the above example, if the car listed for the team was a purist spec rc10 but a worlds spec rc10 turns up on the grid, the difference in rating is 1.5 points, so the team would have a 15 minute stop go penalty. If the discrepancy is found post-race, the team will lose 9 laps per 0.5 variance

Blitzer allowed upgrades

You may run aftermarket cvds/universals as we had several cars break axels during the race.

You may run an upgraded servo saver.

You may replace the plastic bushings with bearings.

You may run any electronics in the car

Tyres are open (however they must be run on Blitzer rims) King cab/Hilux must run standard rims

Springs / oils are open.

You can use any of the Blitzer bodies on your chassis and you may run Lexan beetle bodies such as the scorcher body made by TBG.

Track

The long circuit will be used for the enduro, all cars must run over the jumps, we will use the bridge as we did in the festival if the track jumps are still the same

Transponders

All cars must have their own personal transponder for enduros

Batteries

2s lipo 7.4v 6000mah max, hard case or 6 cell ni-cd/nimh packs max 6000mah . Li-hv cells are not allowed.

Battery monitors / alarms are allowed to protect batteries from going under voltage minimum

Motor

5 hour enduro - Standard 540 Johnson control motor for all cars in the 5 hour enduro. You can use motors already purchased from the club for the 2014/2015/2016 festival/enduro. If you need a motor, please indicate how many are needed when submitting the team, motors are \$15 from the club and will be available from the track in the lead up to the meeting or on the morning of the race.

Blitzer enduro – Following the success of the 2016 race where people could run the control Johnson motor or the sport tuned motor we will allow the same this year. Sport tuned must run 13 tooth pinion only. You may use either the 13 or 15 tooth pinion with the Johnson motor. King Cab runners must use 19/77 gearing for sport tuned, for the Johnson motor you can choose 19/77 or 20/70. Its recommended you buy a steel pinion to replace the standard one for your Blitzer, 32p pinions are a perfect substitute

Heat sinks / fans may be run and are recommended in the Blitzer race

Pit stops

Cars will come in the pit entry to the right of the drivers stand, there will be a table in place to the left of the drivers stand if teams want to make a battery change and send the same car back out again. In order to make it fair for teams electing to run 1 car, pit stops will have a minimum time of 1 minute for the main enduro and 90 seconds for the Blitzer. This means that the car will pull in, as soon as it has entered pit lane, the stop watch will commence, the team's car next to go out will wait at the exit of pit lane until the pit stop time has elapsed then will be allowed to leave. This is also for safety purposes so we don't have people running up and down the stairs etc

If a car breaks down on the track, it must be brought back into pit lane, the car must not pass over the timing loop as its brought back into the pit lane. The pit stop timer starts once the broken car makes it back to pit lane, the team will still wait the pit stop time then release the next car

It will be the team's responsibility to ensure the car does not leave pit lane too early for every pit stop. This will be checked at the end of the race by looking at the lap times, teams falling under the minimum lap time for a pitstop will lose a lap for every 3 seconds (or part thereof) under the minimum lap time. A couple of teams fell short on the pit stop time last year, luckily it didn't affect the overall result but given the close results, it could easily change the finishing order this year

Marshals

All teams must have a marshal in their designated spot at all times during the race. On each occasion a team does not have a marshal in the designated point, they will incur a 10 second stop-go penalty.

Scrutineering

Teams must present all cars for scrutineering prior to qualifying for the race. Each car will be checked for weight, hop ups and motor. As mentioned, we ask that when submitting the team you let us know of any major hop ups to the cars, the points allocated are based on many factors, any changes to the car may need to be reflected in the points allocation.

Judges of fact

We will nominate a few judges of fact for the race. They will be announced at the drivers meeting. Judges of fact will be able to issue stop go penalties for driving infringements and pit lane infringements such as a car leaving pit lane too early or without the broken down car being returned to pit lane

Gearing advice

To help those who have not geared a car for an enduro or not dealt with the Johnson 540 motor before, I offer the following starting points for gearing so you are in the ball park of how tall you may safely gear the car. Please remember when testing gearing, you should always check the motor temp at regular intervals (every few minutes) to ensure its not getting too hot, please also take into account your own car when thinking about gearing, my recommendations are for a car with a reasonably efficient gearbox and close to the weight limit, so if you're running an avante which has a million gears in it and weighs about 3 tonnes, consider dropping the pinion 1 or 2 teeth below my recommendations.

Last year with the cooler weather the cars were able to carry taller gearing than I had predicted however as we found, the motors might cope with running tall gearing but run time suffers so you have to make additional pit stops. Start on the higher end of the FDR and if temps are good, you can try going up on the pinion. 2wd (6.7-7.2) 4wd (7.3-7.8) Truck (8.6-9.2). If anyone needs help turning those numbers into what pinion they should run on their car, please get in touch with me. Please note that with the enduros being run in February, the ambient temp will be higher than in previous years

Tyres

Given that there aren't any plans to change the surface in the next few months, I'd say the same tyres that worked at the festival will work again, so Sweep- Square armours, Proline – Holeshots, AKA – Rebars and other bar type tyres such as jconcepts bar codes or if you want a long lasting tyre, proline calibers are a good choice. If there is no adverse weather, the track should be grippy and smooth as the enduro is being held not long before the round of the club series.