

2024 – St Ives Winter-duro Guidelines

1. Abstract / Teams / Salary cap / Allowed Buggies / Trucks
2. Upgrades / Track / Transponders / Qualifying / Batteries / Motor
3. Pit stops / Marshals / Scrutineering / Judges of Fact / Gearing and Tyre advice

Abstract

The aim of these two enduros was to offer something different to the current main enduros we run each year.

Firstly some people have asked if we could run a vintage enduro without the limits of buggy points etc so here's your chance to team up with your mates and put 4 fire breathing RC10 Worlds cars on track to dominate or whichever combo of buggies you want to go with. We've decided to try the Torque Tuned motor across all cars, it's worked well at the last few enduros as an option and 4wds won't need extra power over a 2wd to clear any obstacles at the St Ives track so it makes sense to run everyone on the same motor. You may run the Johnson 540 if it suits your setup or you like the better economy. Blitzer trucks may use the Sport Tuned motor

Secondly people have been asking to have a brushless enduro so here's your chance also. We decided to combine it with the option of running later buggies from the Outlaw group. Let's see how a brushless enduro goes! There are brushed motor options for those who like brushed.

Teams

Teams will be made up of 3 or 4 drivers. Drivers can drive any of the cars. It is assumed all drivers will get a fair share of the driving time. The driver line up does not have to be the same in both enduros and you can have more than 1 buggy per driver, so you may have 2 buggies you want to race in this race, you could run 1 in your first stint and a different buggy in the second stint, we just need the transponder numbers or swap the transponder to your other car during the race.

Maximum 10 teams for each enduro due to the size of the drivers stand. There is a genuine potential to end up being oversubscribed for the race. With that in mind, here's a snapshot of the entry procedure. Entries only accepted by messaging me (Castle Hill Vintage), replies to the posts won't be taken as an entry, I can't keep track of it all. When the team captain sends through the team, please indicate which is your preferred enduro to run in (we'll aim to give each team it's first preference) and include the list of buggies your team will be running. Talking with the guys we might give preference for the Outlaw enduro to the teams with the most "outlaw-ness" in the line up i.e. most of the buggies are from 2000 and onwards and extra consideration given for teams with anything in the line up that's from a less popular brand, the idea being that we want this race to be a showcase for the Outlaw era buggies.

For the Vintage TT enduro we'll take the teams preferred race into account as well as making sure we've got space for some St Ives teams to join in the fun now it's at their home track and not clashing with their club day and see how we end up.

Salary Cap / Minimum laps

N/A

Allowed buggies and Trucks

Vintage TT Enduro - All Vintage and classic buggies are eligible for the Vintage TT enduro, refer Vintage enduro buggy list

Outlaw 21.5 enduro- all Outlaw and older buggies are eligible. Refer Outlaw eligible buggy lists from the Festival and Vintage enduro buggy list. For this event, any rear motor 2wd or Truck is allowed (no cutoff date) so you may run Kyosho Dirt master, Tamiya BBX etc. 4wd will still have the 2010 cutoff

Upgrades

Upgrades should be in keeping with the Festival / Vintage Enduro guidelines so period correct for the Vintage Enduro.

Outlaw- no real limit on upgrades in terms of dates for 2wds and Trucks, 4wd need to retain the characteristics of the buggy from 2010 or older though we understand if a layout change is needed to accommodate a shorty pack as saddles are getting harder to find. If the buggy was originally sold with big bores you may keep them on the buggy or swap them for small bores for extra kudos but those originally sold with small bores should not be fitted with big bores

Track

We will use the full track

Transponders

All cars must have their own personal transponder for enduros

Qualifying

Grid for the Winter-duros will be randomly generated just before the start of the race. The number drawn will be treated as your qualifying position so it will give you the marshalling position you'll start the race at, your drivers stand position choice as well as your grid position for the race. Marshalling position will be rotated every 20 minutes so no team is stuck in the same spot all race.

Race

The races will be run over 3 hours each.

Batteries

2s lipo 7.4v 6000mah max, hard case or 6 cell ni-cd/nimh packs max 6000mah . Maximum charge voltage 8.4v.

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

Motor

Vintage TT enduro – All buggies / trucks - Tamiya torque tuned motor (part number 54358). May run Johnson 540 (JOH-683). Blitzer only option - Tamiya sport tuned motor (part number 53068)

Outlaw enduro – Any ROAR legal 21.5 Brushless motor with esc in Blinky mode. Optional motors - Brushed option: any sealed can 20t 540 size motor such as Axial / HPI / Dynamite / HSP, Any ROAR approved 27T 24 Deg fixed timing Stock Brushed motor, Surpass/Yeah Racing 23t 540, Tamiya Sport Tuned Brushed motor Part No. 53068, Tamiya Torque Tuned motor Part No. 54358, Johnson 540 Motor Part No. Joh-683. Any 21.5 fixed timing brushless motor Brushless esc to be in Blinky Mode

Heat sinks / fans may be run and are recommended

Pit stops

We will mark out a pit lane area and there will be a table in place if teams want to make a battery change and send the same car back out again. Pit stops will have a minimum time of 60 seconds. This means that the car will pull in, as soon as it has entered pit lane, the teams 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. When entering the track from the pit lane, you must always give way to cars already on track.

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 it's 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 10 seconds (or part thereof) under the minimum lap time. A couple of teams fell short on the pit stop time last race, 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. Marshalling position will rotate periodically throughout the race.

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. We will also randomly check cars during the race for battery voltage and correct motors.

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

Recommended FDRs are advice only and motor temperature should be tested/checked every few minutes when trying these ratios for the first time to ensure you don't cook a motor. Please take into account that the St Ives track has a lot of grip and a lot of acceleration points so motors tend to get hotter and with only one main straight, you're not going to get a big benefit out of gearing tall, being able to accelerate out of corners will be a bigger advantage.

Johnson 540 – 2wd 7.0 - 7.5, 4wd 7.5 – 8.0, Truck 8.8 - 9.3
Torque Tuned – 2wd 7.7 - 8.2, 4wd 8.1 - 8.6, Truck 9.3 – 9.8
Sport Tuned – 2wd 8.1 - 8.6, 4wd 8.8 - 9.3, Truck 10.0 - 10.5
21.5 – 2wd ~ 6.5, 4wd ~ 7.0, Truck ~ 8.3

Disclaimer: These gearing guidelines are not all tested and do not take into account your particular motor / car / timing setting. We really don't want to see people burning up motors so please test your gearing choice and a reminder that the layout at St Ives works better with lower gearing.

Tyres

Please see Takis' St Ives tyre guide for all the best info regarding tyre choice for the St Ives Carpet Track. All buggies /trucks may run up to 2.2 inch tyres as per festival rules