

# 2021 – Entry Level Enduro Guidelines

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## Abstract

The aim of the Entry level enduro is a fun lead up for the main event, whether it be a race the juniors can have to go in or a chance to do some laps on the track before the main race. In previous years, 1 blitzer truck has had to do the whole distance. In 2021 we're adopting the same principal as the main enduro, you can run 1 car per driver if you like to make it more accessible and keep the action happening on track. We've added more options to the choice of buggies this year so Thundershot series buggies may be run as well as low point trucks, we've also allowed the Kyosho Tomahawk/Scorpion series as well as the Tamiya Bear Hawk and to even it out, the lower points cars get to run the faster motors. So teams may pick any combination of buggies/trucks list below and the motor allowed in each car is next to it

## Teams

Teams will be made up of 2, 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 as the main enduro line up

## Salary Cap / Minimum laps

N/A

## Allowed buggies and Trucks

Please see list below for allowed buggies/trucks. Teams can run buggies/trucks in any combination. There is no minimum time for any of the cars to complete.

<b>Entry Level-duro 2020</b>	<b>Motor</b>
4wd Tamiya Thundershot series	540
Low end Stadium trucks Kyosho Outlaw/Outrage, Schumacher Shotgun/Storm, Futaba FXT	Torque Tuned
Kyosho Tomahawk/Scorpion series	540
Tamiya Bear Hawk	540
2wd Tamiya Fox /Wild One/ Falcon	Torque Tuned
4wd Tamiya Hotshot Series	Torque Tuned
Tamiya King Cab Truck series & Blitzer series and other plastic type trucks such as Kyosho Outlaw Raider	Sport Tuned
All other plastic eligible buggies	Sport Tuned

## 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.

### Plastic/Hotshot allowed upgrades

As per the standard festival rules however you may present an upgraded lower-point buggy and run a slower motor to offset the upgrades, eg a dual front shock fox with ball diff could run but throw a 540 in it

### All other buggies/trucks

These should be relatively stock, where a car had friction shocks originally, they may be replaced with oil shocks, dog bones may be replaced with universals and other items such as screws and turnbuckles may be replaced

## Track

We will use the full track run in anti clock-wise direction

## Transponders

All cars must have their own personal transponder for enduros

## Qualifying

Grid for the Blitzer/Plastic enduro 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 order of preference for the marshalling position choices as well as your grid position for the race

## Race

The race will be run over 90 minutes

## 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

Blitzer – You may run the control Johnson motor or the sport tuned motor. 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

Please see the list of eligible buggies and their corresponding motors. Johnson 540 control motors are available from the club for \$20. Torque tuned and sport tuned motors are not available from the club

Tamiya torque tuned motor is part number 54358. Tamiya sport tuned motor is part number 53068

Heat sinks / fans may be run and are recommended

## Pit stops

Cars will pull off to the right up the hill towards the second last turn (we will mark out a pit lane area) there will be a table in place 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 90 seconds. 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 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. Teams of two drivers will be given exception to this rule during pit stops

## 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

The Blitzers / King cabs have designated gearing for the event

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

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 8.3 - 8.8, Truck 9.5 – 10.0  
Sport Tuned – 2wd 8.1 - 8.6, 4wd 8.8 - 9.3, Truck 10.0 - 10.5

## 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 after the round of the club series.

Blitzers/king cabs must run standard wheels. All other buggies may run up to 2.2 inch tyres as per festival rules