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May 27, 2005

TO: EFRA, ROAR, FEMCA & FAMAR

RE: RESULTS OF IFMAR POSTAL VOTES

Dear Members

Following receipt of the ROAR Bloc's decisions to-day, please find below the results of the 2 IFMAR Postal Votes dated April 25, 2005 which have been approved unanimously. The IFMAR World Championship Rules will be up-dated accordingly.

Best regards
Marian Grant
IFMAR Secretary/Treasurer.

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IFMAR POSTAL VOTES – DATED APRIL 25, 2005

PROPOSAL I: IFMAR 1/5TH I.C. ON-ROAD WORLD CHAMPIONSHIP RULES:

URGENT MATTER:

Please see the following explanation from the IFMAR I.C. Chairman which accompanies this Proposal:

“EFRA has found out that the Large scale Zenoah engines, both the 2003 and 2004 versions, do not exactly comply with the EFRA and also IFMAR rules.

EFRA has re-worded its rules after the first GP in Italy in March to avoid problems in the next races this year. To avoid problems in Lostalio, EFRA requests a postal vote on the same matter.

What is causing the problem:

It seems that the sidewalls from the admission ports are slightly conical, so not parallel.

Not only from the new Zenoah, but also from the original Z230RC.

Almost 98% of the drivers are using Zenoah engines, so the rule has to be clarified, or we must send all those Zenoah engines home.

Rule was re-worded like this by EFRA to avoid ending like in the 1/8 IC track class with Gruyere cheese-style sleeves. EFRA wants to avoid that motor tuners will enter the class and that the cost will increase a lot.”

EXPLANATION FROM EFRA:

Due to some investigations made during winter, the Large Scale Section of EFRA found out that the Zenoah engines used since 2003 do not follow the construction rules described in rule 6.7 ENGINE AND FUEL. To avoid massive problems for competitors using these type of engines (we expect 95%) EFRA therefore asks all blocks to agree to the following proposal.

2005 IFMAR 1/5th IC On-road World Championship Rules

Existing Rule 6.7 – ENGINE AND FUEL

1. The engine to be a single cylinder, 2 or 4 stroke, maximum 23 cm³, pull start.
2. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/distribution engines are allowed.
3. All ignition timing must be mechanically fixed, only manual static adjustment is allowed.
4. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.
5. *Only open deck admission ports are allowed, the side walls must be parallel.*
6. The Cylinder block must be of a single casting. No independent liners or slipping liners are allowed.
7. The maximum number of admission/transfer ports is limited to four (4).
8. Engine must be air-cooled, the air being driven directly by the flywheel.
9. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
10. An air filter must be fitted to the carburettor. The maximum venturi diameter of the carburettor is limited to 13mm/.51 in.
11. The fuel allowed will be petrol normally available at street petrol stations. The fuel must be bought at fuel stations within the vicinity of the event. Special fuels like Avgas, race fuel, etc. are strictly forbidden. The only additive allowed is mass-production two stroke oil. Technical Inspection may ask for a sample bottle of that oil to check it.

Proposed rule to be amended in part 5.: -

1. The engine to be a single cylinder, 2 or 4 stroke, maximum 23 cm³, pull start.
2. No Turbo charging, Fuel injection, Supercharging, Wankel or rotary valve/distribution engines are allowed.
3. All ignition timing must be mechanically fixed, only manual static adjustment is allowed.
4. No Battery operated ignition allowed. Only a passive ignition system using R.P.M. as the single input parameter is allowed.
5. Only open deck admission ports are allowed, **The removal of material is free as long as the modified shape of the transfer/admission port walls are in the direction of the cylinder bore at all times.**
6. The Cylinder block must be of a single casting. No independent liners or slipping liners are allowed.
7. The maximum number of admission/transfer ports is limited to four (4).
8. Engine must be air-cooled, the air being driven directly by the flywheel.
9. The crankshaft must be of split shaft configuration, with enclosed big end. No half crankshafts allowed.
10. An air filter must be fitted to the carburettor. The maximum venturi diameter of the carburettor is limited to 13mm/.51 in.
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RESULT:

EFRA - YES

ROAR - YES

FEMCA - YES

FAMAR - YES

VOTE: UNANIMOUS.

PROPOSAL II: ALL I.C. CLASSES – IFMAR WORLD CHAMPIONSHIP RULES

EXPLANATION FROM EFRA:

EFRA advises that in the current IFMAR I.C. World Championship Rules, there are still two ways to measure, metric and Imperial. The calculation between these two measurements has not always been done strictly.

For instance:

IFMAR 1/8th I.C. On-road W.C. Rule 5.22 states: Spoiler/wing - Maximum length 77mm/3.1 inch.

Actually 3.1 inch is 78.74 mm.

To avoid any mistakes, EFRA wants to propose to use the metric measurements as the official ones.

In the 2005 ROAR rules also the metric measurements are used for the 1:8 scale IFMAR class and probably 90% of the materials used are coming from countries that use the metric system.

EFRA wants to propose to include the following wording in all IFMAR I.C. World Championship Rules:

“The official measurements in these Technical Specifications are the metric measurements”.

RESULT:

EFRA - YES ROAR - YES FEMCA - YES FAMAR - YES

VOTE: UNANIMOUS.

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