



EFRA 1:8 IC track section Chairman:

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EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

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All muffler manufacturers

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IMPORTANT NEWS FOR FUTURE MUFFLERS.

Dear Sport friends, Associated Members,

Last year during the European Championship in Sweden we have been talking about the noise level for 1:8 IC Track. Due to better motor performances this noise level has exceeded to much. The specification for the 3rd chamber was not clearly defined, so we have seen various designs, from which a few one now even make more noise than other mufflers. The problem is the biggest in 1:8 IC track, however also in 1:10th IC track and Off-Road the noise level has reached a point where we need to take action.

As already indicated at the AGM in 2006 and at a small constructors meeting in Lostallo during this past summer EFRA will bring a proposal to the AGM in November 2007 for a muffler which need to be more silence.

The future specifications, now on paper, will have a design that specifies the 3rd chamber and the "doors" between the chambers. Manufacturers can only play with certain parts of the length and diameter.

The holes in the first cone have disappeared and the gasses must pass all the three chambers. Also the manifold between muffler and motor needs to have a specific design, inlet and outlet need to be of the same diameter, no conical designs, and a minimum length of 40 mm is required.

These new requirements will reduce the noise level with a number of decibels. At the moment a few manufacturers are doing some testing with a smaller diameter of the carburettor and a slightly smaller outlet pipe hole (carburettor max 8mm, and outlet pipe max 7mm), to study if that will also gain a certain noise limitation.

The new specifications will give some power loss, however this will be the same for everybody, but it will give some extra time in fuel consumption. The fuel consumption was becoming very critical the last 2 years and due to every year progress it became hard to run 5 minutes + the last lap. We have seen enough samples the last races.

The proposal, if accepted at the EFRA AGM will be effective for 1:8 IC track as from March 1st 2008, 1:8 Off-Road as from May 31st 2008 and for 1:10th IC track as from December 31st 2008. We cannot loose another year, since the noise level is very important for the future of a large number of tracks in Europe. The same proposal has been forwarded to IFMAR for their meeting in October, because it is not only a "European"

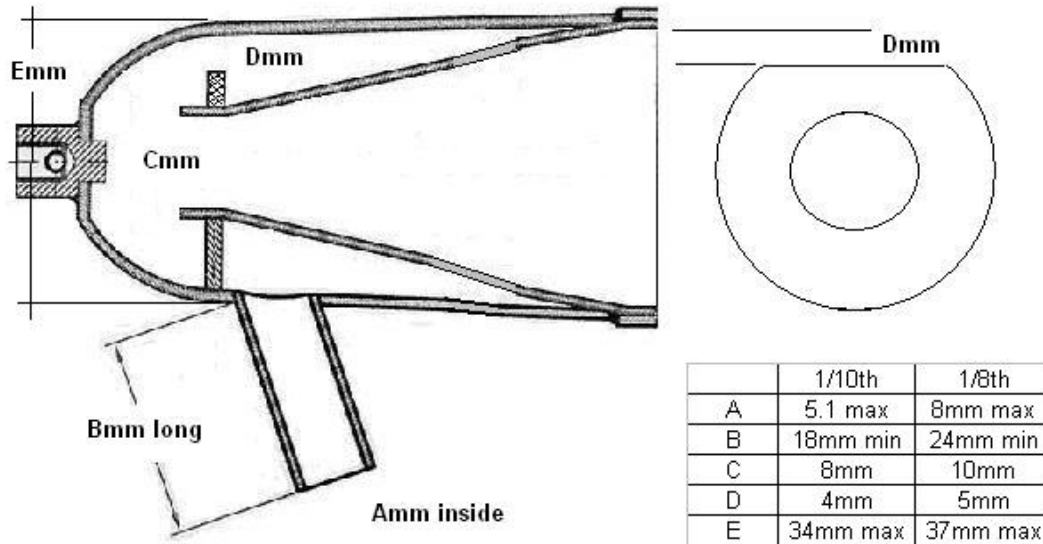
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problem. If **approved** at the IFMAR meeting we have made a good step forward in bringing the noise level at an acceptable level.



No holes permitted in the first cone. All gasses must pass the 3 chambers.

This letter is send to all known muffler manufacturers, so that all of them will have some extra time for testing and development. Of course we will keep you informed about any changes that will be put forward between now and the EFRA AGM in the first weekend of November. For the benefit of IC racing in general we need to control the noise. If these rule changes also give us a little bit better fuel consumption then that is nice, however NOISE LEVEL Control is vital for our sport.

Regards,

Sander de Graaf, EFRA 1:8th IC Track Section Chairman.

Carlos Gomez, EFRA 1:8th Off-Road Section Chairman.

Franky Noens, EFRA 1:10th IC Track Section Chairman.