



1/8th I.C. Off Road Buggy:  
Section Chairman

Carlos Gomez Ambrosio  
C/ Lezeaga, 8 -6º D  
48002 BILBAO  
SPAIN

Phone (Priv): +34 94 427 76 11, Mobile: +34 629 840 268,  
Email: [eight.buggy@efra.ws](mailto:eight.buggy@efra.ws)

## EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

Carlos Gomez, C/ Lezeaga, 8 - 6º D, 48002 BILBAO, Spain

### Iraklion, 2<sup>nd</sup> July 2008

#### The actual muffler rule is the following one:

*Each motor must be equipped with an exhaust system and inlet silencer (no INS for Off-Road), to reduce the amount of noise generated by the car.*

*The muffler must be of a 3-chamber type. No holes are allowed in the first chamber. All gasses must pas all 3 chambers. See enclosed design in appendix 8*

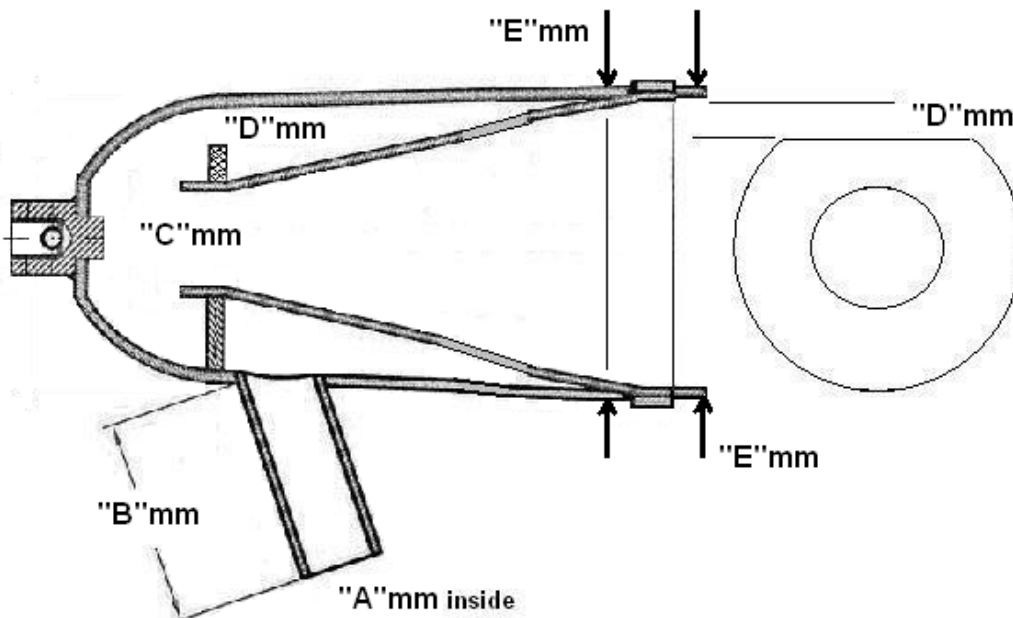
*The shape of the exhaust pipe has to be of a straight revolved (rotated) type. Any other shape like oval, or bend, or in any other form that is not reproducibile by a lathe, is not allowed (this is to avoid manifolds welded to the muffler)*

*The design of the separator between the 2nd and 3rd chamber is a simple disc with only one flat part. The gap of this flat part is for 1/8th mufflers max. 5mm, and should be positioned opposite the tailpipe. (Other dimensions see drawing)*

*No conical manifolds are allowed, inlet and outlet of the manifold max 13mm, measured on the inside (12mm for 1/10<sup>th</sup>). The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high for a single car.*

*EFRA's definition of a noise level is always final.*

*Only EFRA homologated 3-chamber mufflers are allowed on EFRA sanctioned events. The EFRA homologation number must be engraved on the sidewall of the muffler. This proposal, if accepted at the EFRA AGM will be effective for 1:8 IC track as from April 1st 2008, 1:8 Off-Road as from April 1st 2008 and for 1:10th IC track as from December 31st 2008.*



[www.efra.ws](http://www.efra.ws)

EFRA, General Secretary  
Willy Wuyts  
Herentalsesteenweg, 20  
2220 Heist op den Berg Belgium

Mobile: +32 477 947 109  
Fax: +32 15 241 470

E-mail: [secretary@efra.ws](mailto:secretary@efra.ws)

International Bank Account Number  
SE 21 6000 0000 0000 43 202 799  
Svenska Handelsbanken, Box 135,  
S-601 03 Norrköping Sweden  
Swift-Code: HANDSESS

	1/10th	1/8th	
A	5.10 mm max	8.00 mm max	no tolerance
B	20 mm min	25 mm min	1mm tolerance
C	8.0 mm max	10.0 mm max	0.2mm tolerance
D	4.00 mm max	5.00 mm max	no tolerance
E	35.0 mm max	38.0 mm max	0.5mm tolerance

Some manufacturers have requested a clarification, it was also in some way asked at the first Team Manager meeting of the 28<sup>th</sup> European Championship 1/8<sup>th</sup> IC Off Road.

The EFRA Section Chairmen are entitled by Constitution to provide clarification of the rules.

The actual situation has come out due to the manifold dimensions.

The rule is simply: *No conical manifolds are allowed, inlet and outlet of the manifold max 13mm, measured on the inside* .

The rule does not cover the design or shape of the tube part of the manifold. So that conclusion at this moment is clear: **That design is free complying with the condition “no conical manifolds”** .

**To avoid conical manifolds the tube should have straight dimension and the endings of the tube must never have a conical shape** .

This interpretation of the rule will only affect the 1/8<sup>th</sup> IC Off Road Section.

This is valid as per today 2<sup>nd</sup> July 2008.

Drawing is attached..

With my best regards

Carlos Gomez  
EFRA 1/8<sup>th</sup> IC S.C.

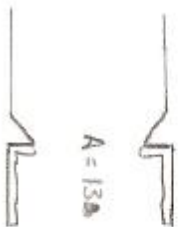
Drawing for the letter dated 2nd July 2008



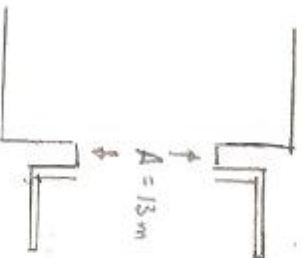
A = max 13 mm  
 B = max 13 mm  
 C = free, but not conical

A & B shape

Not OK.



OK



Tool To check  
 (indicative one)



4/8 I.C. Off Road  
 Section Chairman