

Existing rule

5. TECHNICAL SPECIFICATIONS

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 5.4 The engine may have a total capacity of not more than 2.11 cc. They shall be air-cooled, with front rotary valve, two-stroke induction. They engines may have a maximum of four (4) ports in the liner, including the exhaust port, seen with the piston at its lowest position. No form of forced induction is allowed. No form of variable port timing.
 Only glow plug ignition is allowed. The piston skirt may only be relieved for clearance of the crankshaft counterweight.
 No additional openings in the piston. Additional slits or openings in the liner are allowed as long as they do not reach the top of the piston at lowest position.
 Standard or conical glow plugs allowed.
 The carburettor size is to be 5.50mm.
 Prior to timed practice (starting on Monday), each competitor is allowed to have three (3) engines marked by the Technical Inspection Officer with the driver's registration number added with a 1, 2 or 3. These three (3) engines can be used throughout the event, including practice. They will not be sealed and can be maintained by the driver.

Rule to be amended as below:

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 Only glow plug ignition is allowed. The piston skirt may only be relieved **on the crankshaft counterweight side**.
 No additional openings in the piston. Additional slits or openings in the liner are allowed as long as they do not reach the top of the piston at lowest position.
 Standard or conical glow plugs allowed.
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Explanation:

The actual wording will be VERY problematic at the next World Championship because in nearly 90% of the motors the skirt is more relieved than only "for clearance" of the crankcase counterweight, which means this rule is causing a problem for most of the manufacturers. There are no dimensions in the rule for the clearance, and that can give a lot of discussions protest and claims. To mention an objective like "clearance" will lead to problems, the wording we are proposing now is easier, based on simplify it, we propose to designate the area were relieved can take place and not to mention a reason (that can be subject to never ending discussions). Even more to check if it is only for that reason will be very complicated and will cost a lot of time..

Block	For	Against	Abst	Passed	Not Passed
EFRA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Passed 07/03/2008	X
FAMAR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
FEMCA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		
ROAR	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		

Existing rule

5.11 Bodies must be a 1:10 scale in character reproduction of touring car (sedan) 2 and 4- door vehicles that exists ore have existed, and raced in an international Touring Car series
 For homologation purposes, the body's dimensions will be checked according the Global Body Specifications. Bodies may be homologated by ROAR, EFRA, FEMCA or FAMAR up to four (4) months before the event. This combined list will be made available by IFMAR to the organiser for inclusion in the Stage II Report. For technical inspection it is necessary that all body shells on the list can be identified by means of a manufacturer's and/or homologation number issued by a Bloc. This number must be moulded in at the lower edge of the windscreen.

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Explanation:

There are blocs where the manufacturers must mould in the homologation number at the right upper edge, others at the lower one.
 Make things easy for manufacturers and allowed to mould the manufacturer's and/or homologation number in one of the four edges in the windscreen.

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