

## Annex 3 IFMAR AGM 2010 PROPOSALS

### A.- GENERAL RULES FOR IFMAR WORLD CHAMPIONSHIPS

#### Proposal 1

##### Actual rule

##### 1.3 ALLOCATED PERIODS FOR WORLD CHAMPIONSHIP EVENTS

1.3.1 1/8th I.C. (gas) World Championships will be held during the first half of July alternately every two years, i.e. 1/8th off-road in the even years and 1/8th on-road in the odd years.

The 1/10th I.C. (gas) on-road 200mm Nitro Touring Car World Championship will provisionally be held in the second half of July in the even years. The 1/5th I.C. (gas) on-road World Championship will be held in the odd years every two (2) years at a time to be agreed.

##### Proposed rule

##### 1.3 ALLOCATED PERIODS FOR WORLD CHAMPIONSHIP EVENTS

1.3.1 1/8th I.C. (gas) World Championships will be held **preferrebily** during the first half of July alternately every two years, i.e. 1/8th off-road in the even years and 1/8th on-road in the odd years.

The 1/10th I.C. (gas) on-road 200mm Nitro Touring Car World Championship will provisionally be held in the second half of July in the even years. The 1/5th I.C. (gas) on-road World Championship will be held in the odd years every two (2) years at a time to be agreed.

**Argument:** Unfortunately our worldwide scope makes impossible to fix a precise period of the year, i.e. the first half of July might be summer in Europe but winter in Southamerica.

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				

In favour		Abstention		Against	
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Passed unanimously		Passed		Not passed	
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#### Proposal 2

##### Actual rule

1.3.2 On-road electric and 1/10th off-road electric World Championships will be held during the first half of August alternately every two years, i.e. 1/12th and International Scale Touring Car on-road electric in the even years and 1/10th off-road electric in the odd years. The on-road electric events will be run consecutively at the same venue in the following provisional order: 1/12th and International Scale Touring Car.

##### Proposed rule

1.3.2 On-road electric and 1/10th off-road electric World Championships will be held **preferribely** during the first half of August alternately every two years, i.e. 1/12th and International Scale Touring Car on-road electric in the even years and 1/10th off-road electric in the odd years. The on-road electric events will be run consecutively at the same **or close to** venue in the following provisional order: 1/12th and International Scale Touring Car.

**Argument:** As said before plus making possible that the 2 electric events to be held at nearby venues like we have done this year.

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
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Proposer	<b>X</b>				
In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

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### Proposal 3

#### Actual rule

1.4.1 The Contract between a World Championship Organiser(s) and IFMAR must be agreed to and signed at least twelve (12) months before the event. After signing of the Contract no rule changes that may have influence over the organising aspects are allowed, except for blatant errors, unforeseen circumstances or urgent matters.

#### Proposed rule

1.4.1 The Contract between a World Championship Organiser(s) and IFMAR must be agreed to and signed **immediately after the venue selection or** at least twelve (12) months before the event. After signing of the Contract no rule changes that may have influence over the organising aspects are allowed, except for blatant errors, unforeseen circumstances or urgent matters.

**Argument:** This year experience has been unsatisfactory in regards to contracts and its signatures, the sooner the better, otherwise it is non properly treated

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	<b>X</b>				
In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

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### Proposal 4

#### Actual rule

1.4.3 The \$2,000.00 U.S. (up to 150 drivers) or \$3,000 U.S. ( over 150 drivers). Performance Bond must be presented to IFMAR not less than twelve (12) months before the event and is refundable, in full or in part, on the satisfactory completion of the event as adjudged by the relative Executive Committee of IFMAR.

#### Proposed rule

1.4.3 The \$2,000.00 U.S. (up to 150 drivers) or \$3,000 U.S. ( over 150 drivers). Performance Bond must be **presented paid** to IFMAR not less than twelve (12) months before the event and is refundable, in full or in part, on the satisfactory completion of the event as adjudged by the relative Executive Committee of IFMAR

**Argument:** This year experience has been unsatisfactory in regards to contract bond, if IFMAR has to refund it then the fund must be in IFMAR possession so it must be paid nd not presented.

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	<b>X</b>				
In favour		Abstention		Against	

Passed unanimously		Passed		Not passed	
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## Proposal 5

### Actual rule

1.5.2 Twenty five (25) months prior to an IFMAR World Championship, the Bloc next on the rotation list will be invited by IFMAR to apply to host the World Championship. The invited Bloc will have a maximum of one (1) month to accept or decline this invitation.

On acceptance, the Bloc has to make IFMAR a Funds Provision of \$US1,000.

At eighteen (18) months, the Bloc must provide information on the venue and the organisational capabilities of the prospective organiser being considered. If the proposed venue is not acceptable to IFMAR, the Bloc will be advised within one (1) month and will then be invited to select another venue more suited to IFMAR's requirements.

The Bloc must then submit details of an alternate venue within one (1) month of such notice by IFMAR. If an acceptable venue is not proposed within that one (1) month, the World Championship event will automatically be offered to the next Bloc on the corresponding rotation list without losing its natural rotation order.

If for any reason, the accepting Bloc refuses to keep on with its assumed duty before the World Championship Contract is signed, (12 months prior to the event), the Fund Provision will be forfeited and transferred to the substitute organising Bloc.

The forfeited Funds Provision will be payable by IFMAR to the organising Bloc (whichever it may be) at the moment of the signing of the World Championship Contract.

### Proposed rule

1.5.2 Twenty five (25) months prior to an IFMAR World Championship, the Bloc next on the rotation list will be invited by IFMAR to apply to host the World Championship. The invited Bloc will have a maximum of one (1) month to accept or decline this invitation.

On acceptance, the Bloc has to make IFMAR a Funds Provision of \$US1,000.

At eighteen (18) months, the Bloc must provide information on the venue and the organisational capabilities of the prospective organiser being considered. **The information must be as extensive as possible covering the most of aspects of the Stage 1 report.** If the proposed venue is not acceptable to IFMAR, the Bloc will be advised within one (1) month and will then be invited to select another venue more suited to IFMAR's requirements.

The Bloc must then submit details of an alternate venue within one (1) month of such notice by IFMAR. If an acceptable venue is not proposed within that one (1) month, the World Championship event will automatically be offered to the next Bloc on the corresponding rotation list without losing its natural rotation order.

If for any reason, the accepting Bloc refuses to keep on with its assumed duty before the World Championship Contract is signed, (12 months prior to the event), the Fund Provision will be forfeited and transferred to the substitute organising Bloc.

The forfeited Funds Provision will be payable by IFMAR to the organising Bloc (whichever it may be) at the moment of the signing of the World Championship Contract.

**Argument:** IFMAR needs to select the best possible venues in the interest of the Sport. To do such the most extensive information is required.

A closure of a bracket is missing.

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				

In favour		Abstention		Against	
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Passed unanimously		Passed		Not passed	
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**Proposal 6**

**Actual rule**

**1.7 COMPETITORS**

1.7.1 Only National Bodies affiliated with FEMCA, ROAR, EFRA and FAMAR and affiliated member countries can enter competitors into the World Championships.

**Proposed rule**

**1.7 COMPETITORS**

1.7.1 Only National Bodies affiliated with FEMCA, ROAR, EFRA and FAMAR and affiliated member countries can enter competitors into the World Championships, **the passport of the competitors must belong to its respective IFMAR membership scope.**

**Argument:** The problem with nationalities and drivers driving for other blocs has been several times adressed, we need to close this door, it only leads to problematic situations.

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				

In favour		Abstention		Against	
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Passed unanimously		Passed		Not passed	
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**Proposal 7**

**Actual rule**

**1.9 TROPHIES**

1.9.1 Details of trophies to be awarded at the Awards' Banquet to ALL competitors must be submitted to IFMAR for approval including a Top Qualifier's trophy for each class and Concourse d' Elegance trophy/ies, if such competition is to be held. Details, in the form of a catalogue or photographs showing dimensions such as height and giving approximate cost must be sent to the Section Chairman of the appropriate IFMAR Section six (6) months before the event. It will be the Section Chairman's responsibility for approval and to advise the Organiser of his decision.

**Proposed rule**

**1.9 TROPHIES**

1.9.1 **Six (6) months before the event** details of trophies to be awarded at the Awards' Banquet to ALL competitors must be submitted to IFMAR for approval including a Top Qualifier's trophy for each class and Concourse d' Elegance trophy/ies, if such competition is to be held. Details, in the form of a catalogue or photographs showing dimensions such as height and giving approximate cost must be sent to the Section Chairman of the appropriate IFMAR Section. It will be the Section Chairman's responsibility for approval and to advise the Organiser of his decision.

**Argument:** It is only moving the sentence of the time moment. Actually it is not visible.

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				

In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

### Proposal 8

#### Actual rule

1.9.2 The organisers of I.C. World Championships shall award trophies to the top thirty eight (38) finishers for the 1/8th I.C., 1/5th I.C. and 1/10th I.C. on-road and the top thirty four (34) finishers for 1/8th I.C. off-road.

1.9.3 The organisers of Electric World Championships shall award trophies to the top thirty (30) finishers for the 1/12th on-road electric and to the top forty (40) finishers for the International Scale Touring Car on-road electric and 1/10th off-road electric.

1.9.4 IFMAR will provide sufficient engraved boxed presentation IFMAR medallions to the organiser at no cost to be individually awarded to all competitors at the Awards' Banquet.

#### Proposed rule

1.9.2 The organisers of I.C. World Championships shall award trophies to the top ~~thirty eight (38)~~ **twenty four (24)** finishers for the 1/8th I.C., 1/5th I.C., ~~and~~ 1/10th I.C. on-road and ~~the top thirty four (34) finishers for~~ 1/8th I.C. off-road.

1.9.3 The organisers of Electric World Championships shall award trophies to the top ~~thirty (30)~~ **twenty (20)** finishers for the 1/12th on-road electric and to the top ~~forty (40)~~ **thirty (30)** finishers for the International Scale Touring Car on-road electric and 1/10th off-road electric.

1.9.4 IFMAR will provide sufficient engraved ~~boxed presentation~~ IFMAR medallions to the organiser at no cost to be individually awarded to all competitors at the Awards' Banquet.

**Argument:** It might have been wiser to present it as 3 proposals but the intention in regards of the trophies is the same one, to make those valueable, only semifinalist to receive such in the Gas classes and a limited number of those for the Electric events. In regards of the medallions, those are the engraved ones, not the boxes.

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Proposer	<b>X</b>				

In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

### Proposal 9

#### Proposed rule is new

#### 1.13 IMAGE

1.13.1 IFMAR is the only owner of the IMAGE rights of the World Championship events.

1.13.2 IFMAR can designate an official media for live coverage or commercial DVD-Video of the events. This should be compatible with non-live coverage of the event considering non-live a delay of 90 minutes after the completion of any of the days during the event.

1.13.3 IFMAR press conference immediately after the qualifying and after the main final are mandatory for the top 3 drivers at each of the moments.

1.13.4 All press and media will have to register themselves at the IFMAR events to act as such, at registration they have to agree with the IFMAR rules and the organizer special requirements.

1.13.5 Enough capable internet connexion is mandatory to be at disposal of the press at track-side. If an official media is designated a separate internet connexion must be provided for its service.

**Argument:** Being on the XXI century the media coverage is needed. For that internet must be there, and it must be sufficient. To designate a media seems a requirement to make it profitable. The press conferences are giving a proper image of what we are looking for so that to include those on the rules is a must.

Note: The next chapters (former 1.13 and 1.14) needs re-nubering.

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				

In favour		Abstention		Against	
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Passed unanimously		Passed		Not passed	
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## Proposal 10

### Proposed rule is new to be valid 1-1-2012

#### 1.14 HOMOLOGATION

1.14.1 IFMAR is the central point of homologation for World Championship racing.

1.14.2 The IFMAR homologation fee is two hundred (200) USD comprising one hundred (100) USD for homologation technical costs (laboratory-exams) and handling and one hundred (100) USD as IFMAR racing fee. Each bloc can settle their own Bloc fees for the products to be homologated inside each bloc. The expression "IFMAR approved" or "IFMAR homologated" are the only ones to be used to advertise such homologated products.

1.14.3 It is highly recommended to all blocs and countries that their rules must respect the limits of the IFMAR rules in regards of constructional rules, anyhow, bloc and member countries constructional rules can be more wide than the IFMAR rules to promote the sport of RC car, but not more restrictive in any circumstance.

1.14.4 The products subject to homologation, in event of winning a world championship event can be advertised as "IFMAR World Champion" together with the mention of the kind of product.

**Argument:** Uniform rules is one of the main objectives of IFMAR, for such homologation as central point and worldwide respect of the rules are needed.

Note: The next chapters (former 1.13 and 1.14) needs re-nubering.

Note 2: See attached Excel file named "Global Approval Scheme 2010.xls" as an exemplum.

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				

In favour		Abstention		Against	
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Passed unanimously		Passed		Not passed	
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## Proposal 10

### Proposed rule is new

#### Actual rule

#### 8<sup>th</sup> IC Track / rest of all Classes as well

#### 2.15 LAP COUNTING AND TIMING

Automatic lap counting, with cumulative and split lap times, will be in place for each car. Competitors are required to install a small transponder into their cars according to the organiser's instructions. An audio/video tape recording may be made for the purpose of future reference, disputes and or promotion.

Every competitor is also allowed to use his own IFMAR approved personal transponder if the lap counting officials are informed and agree.

If an organiser is using a personal transponder system, he has to provide to all participants not having their own transponder, a transponder for every heat or final, free of charge. It is strictly forbidden to ask for a rental fee. A deposit of the replacement value for the personal transponder may be demanded. If a competitor, for any reason, destroys or does not return a personal or normal transponder, he loses his deposit.

The driver has to ensure that his personal private transponder belongs to the marked chassis.

Significant stops (refuelling, tyre changes, crashes, etc.) will be noted with times of stop and restart. This record might not include every incident, however, its intent is to verify incidents, whenever possible.

AMB lap counting system or IFMAR approved equivalent must be used in duplicate. A suitable working computer with proper race proven programmes must be provided to sort lap times, print results from heats and sort final positions from each round of heats within 15 minutes of the completion of the round of heats.

Chronometers must give time to 1/100<sup>th</sup> of a second, in all cases, the hundreds will be utilised.

In the case of equal results, the following best heat will separate the competitors.

If both the primary and support lap counting systems fail during a qualifying heat or final, the heat or final will be re-run as soon as is practicable. Under no circumstances will any lap score or time, other than those from the official time keeping equipment, be accepted for any purpose to do with the running of an IFMAR race.

Proposed rule

New numbering inside GENERAL RULES (delete the correspondent rules at each Section rules)

**8<sup>th</sup> IC Track / All Classes Proposed**

**2.15 LAP COUNTING AND TIMING**

All cars must be fitted with an IFMAR approved transponder compatible with the events race timing and management system.

The system must be capable of counting cumulative and split lap times for each individual car recording lap time increments down to 1/100<sup>th</sup> of a second.

Each competitor is responsible for the installation of either their own personal transponder or a loan transponder as supplied by the event organizers.

It is strictly forbidden for the organizers to make an additional charge for the use of a loan transponder other than a refundable deposit to the value of a replacement transponder.

If a competitor for any reason destroys or does not return a loan transponder, they will forfeit their deposit.

Each driver must ensure the transponder used corresponds to their marked chassis.

**Significant stops (refuelling, tyre changes, crashes, etc.) should be noted with times of stop and restart. This record might not include every incident; however, its intent is to verify incidents, whenever possible**

An audio/video tape recording may be made for the purpose of future reference, disputes and or promotion.

A second back up IFMAR approved lap counting system in combination with recognised lap counting race program must be used (MyLaps or similar).

Results from heats including a sort for end of round results and positions will be available within 15 minutes of the completion of each round.

In the case of equal results, the following best **result (heat or points depending on system used)** will separate the competitors.

If both the primary and support lap counting systems fail during a qualifying heat or final, the heat or final will be re-run as soon as is practicable. Under no circumstances will any lap score or time, other than those from the official time keeping equipment, be accepted for any purpose to do with the running of an IFMAR race.

**Remark:** Obviously this is a pure GENERAL race procedure, Lapcounting and transponder are related to ALL classes, there are no significant changes to actual rules except the reference to significant stops which has been for many years not used at all. As said in header, delete the correspondent rule at each Section

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer				<b>X</b>	



In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

## FINISH OF THE PROPOSALS RELATED TO GENERAL RULES

### B.- ITEMS FOR GENERAL DISCUSSION

(note: This are non voting Items, but conclusions maybe used therefor)

#### 1.- IFMAR rules and consistency.

See attached Excel file named "IFMAR rules and consistency.xls"

#### 2.- IFMAR Media pass

#### 3.- Section Chairs:

Separate Off Road and On Road sections; this is especially true in IC with 10<sup>th</sup> 8<sup>th</sup> 5<sup>th</sup> On Road and 8<sup>th</sup> Off Road This is due to load put on one person. This is not a full time job and no part time volunteer should be expected spend all there time dedicated to the job.

#### 4.- Remit process:

This needs updating, I.e. remits to be formatted in a liaison process with the section chairman, to then be co-authored and presented to AGM for final approval.

#### 5.- Event duration:

5A.- Pre-event practice / format and restricted access all classes effective for time of venue nomination.

5B.- Duration of the events reduced to a maximum of 8 days (Sunday to Sunday) Similar schedulle of 1/8<sup>th</sup> buggy to All Gas classes.

#### 6.- Battery:

Battery output limitation / Power Consumption limitation: Possibilities?

#### 7.- Body weights / thickness:

Body weights / thickness, minimum stock polycarbonate sheet used must be of not less than 1mm stock for all 8<sup>th</sup> scales, and 0.8mm for all 10<sup>th</sup> , thicker for large Scale and another dimension for 1/12th

#### 8.- Control Fuel selection process.

This needs to be a local decision by the organizer and the bloc as often commercial sponsorship may also be a consideration as shown at the recent 1/0th WC

#### 9.- Pipe Homologation rules alternative:

Base it initially on a dimension based procedure, (It appears the manufactures have not come up with a suitable solution so lets look at an alternative as the current system is not working).First 3 Critical dimensions header intake, internal baffle cone, outlet pipe must be meet.

Just by meeting these dimensions would still not negate a noise level limit when coupled to the engine, i.e. if engines develop higher revs the will need to go incorporate additional noise reduction baffles to keep the level under a given limit.

#### 10.- INS Box:

One only approved box with the IFMAR Brand.



### **11.- Engines:**

Rebuild rule needs to be updated,

3 Engines, No Rebuilds (See also Inspection exemption)

2: Engines 2 Rebuilds.

1: Engine 3 Rebuilds (New Crank Case may be allowed if proven a unusable)

This is intended to restrict the professional pro entrants not the average privateer.

If the paint is broken the crankcase is deemed to have been opened and constitutes a rebuild.

Exception: An inspection of the engine may be done in the presence of the tech inspection for viewing only but must be resealed immediately. It may at no time leave the tech inspection area.

Each engine is sealed with a microdot IFMAR paint, Colours will not be known until the start of the event, paint supplied by IFMAR.

Alternatively: If the manufactures can come up with an alternative system for sealing we should look at all options.

### **12.- On Road Practice time for top qualifiers:**

Practice time for top qualifiers On Road 1hr, Reduce this to 15min (This time is not needed and should be utilised for some other purpose than watch drivers run in engines.

This further advantages the top drivers and is an absurd privilege other drivers do not get. This is not conducive to hosting a fair World championship.

### **13.- Control Tire for 8th Off Road:**

As per Electric

### **14.- Car identification / especially for off Road:**

Possibility to ued a coloured wheels system? With the rise in entrants and increased heat numbers smaller bodies it has become increasingly difficult to identify cars.

### **15.- Manufacturers meeting conclusions at Burgdorf**

15A: 1/10<sup>th</sup> Electric Touring Car

- Clear reseeding procedures
- Only 2 sets of tyres, both must be used during controlled practice.
- Tyres impounded, no in pits, no additives at all.
- 4 days event (1 day free practice, 1,5 controlled practice, 1,5 days of qualifying, 1 day of finals, no spare day) IFMAR Secretary question mark: it summs 5 days not 4.
- Separate opening ceremonies for each class (1/12 & 1/10)
- Start 9:00 end of racing days 18:30
- Weight limit 1350 grams race ready

15B: 1/12<sup>th</sup> Electric

- Clear reseeding procedures
- Open additives for tyre tuning
- Free choice of tyres
- World Championship only on standarised carpet.

(note: some other conclusions at both classes are already incorporated as formal proposals so to avoid duplicity those have been not copied).

FINAL OF THE ITEMS FOR GENERAL DISCUSSION

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