

IFMAR AGM 2010 - Gas proposals

A.- 1/8th I.C. Track

Proposal 1

Proposed rule is new:

2.0 PARTICIPANTS

The World Championship will consist of a maximum of one hundred and fifty (150) competitors.

	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

2.3 REGISTRATION

Sunday from 08.00 to 18.00 and Monday from 08.00 to 18.00. Final deadline for registration: Monday 18.00. IFMAR may authorise later registration at its discretion.

When registration of drivers is carried out, each driver will sign a form which states that he accepts, and will abide by, the published rules of the event.

Proposed rule:

2.3 REGISTRATION

~~Sunday from 08.00 to 18.00 and Monday from 08.00 to 18.00. Final deadline for registration: Monday 18.00. IFMAR may authorise later registration at its discretion~~

Registration open from Thursday to register drivers/mechanics and supply badges, needed for practice. Final registration for drivers/mechanics/team managers till Sunday from 08.00 to 18.00. IFMAR may authorize later registration at its discretion for Monday till 18.00 the latest.

When registration of drivers is carried out, each driver will sign a form which states that he accepts, and will abide by, the published rules of the event.

Argument: Identical rule proposal for 1/10th IC track

	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 3

Actual rule

2.5 TECHNICAL INSPECTION

Will be on Sunday and Monday from 08.00 until 18.30. Drivers or mechanics have to present their cars with bodies, empty tanks, a bottle of fuel and transmitters.

Proposed rule:

2.5 TECHNICAL INSPECTION

Will be on **Saturday**, Sunday and Monday from 08.00 until 18.30. **A Schedule will be used for checking cars and marking engines.** Drivers or mechanics have to present their cars with bodies **and** empty tanks. ~~a bottle of fuel and transmitters.~~

Argument: Identical rule proposal for 1/10th IC track

	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 4

Actual rule

2.6 CONTROLLED PRACTICE

All drivers will have the chance to participate in frequency controlled practice on Saturday and Sunday. There will be a timed practice for drivers in their published heats on Monday, ten (10) minute practice heats beginning at 08.30.

Proposed rule:

2.6 CONTROLLED PRACTICE

All drivers will have the chance to participate in frequency controlled practice on Saturday and Sunday. There will be a timed practice for drivers in their published heats (**heat 1-15 and 1-15**) on Monday, ten (10) minute practice heats beginning at 08.30.

Argument: Identical rule proposal for 1/10th IC track

	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 5

Actual rule

2.11.1 RACE PACKAGE

During registration, every driver will be given an envelope which includes: A detailed schedule including starting times of each heat, 3 sets of numbers for the car (the number on each decal to measure not less than 57.15 mm/2.25 in. high x 38.10 mm/1.5 in. wide with a stroke of 9.52 mm/.375 in.), 3 sets of numbers for the wing, 1 number for the transmitter, 1 badge for the driver, 1 badge for the mechanic and 1 badge for the country's Team Manager will be issued. Also included in the package there must be a sketch showing the correct positioning of the car numbers on the body shell.

Proposed rule:

2.11.1 RACE PACKAGE

During registration, every driver will be given an envelope which includes: A detailed schedule including starting times of each heat, 3 sets of numbers for the car (~~the number on each decal to measure not less than 57.15 mm/2.25 in. high x 38.10 mm/1.5 in. wide with a stroke of 9.52 mm/.375 in.~~), 3 sets of numbers for the wing, 1 number for the transmitter, 1 badge for the driver, 1 badge for the mechanic and 1 badge for the country's Team Manager will be issued. Also included in the package there must be a sketch showing the correct positioning of the car numbers on the body shell

Argument: Identical rule proposal for 1/10th IC track

	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

2.11.2 NUMBERING OF CARS

Cars will be numbered 1 to 10 in each heat.

Each car must have 3 numbers: - one on the front, one on the right side, one on the left side.

These numbers will change during the qualifying heats (after re-seeding).

The organiser will provide other numbers for altered heats and for sub-finals and final.

Number decals may not be trimmed to eliminate the background.

Proposed rule:

2.11.2 NUMBERING OF CARS

Cars will be numbered 1 to 10 in each heat.

Each car must have 3 numbers: **See picture/drawing**, one on the front, one on the right side, one on the left side.

The number on each decal has to be 50 mm high minimum (for instance Arial bold 200), see picture, with a stroke of minimum 9.52mm.

These numbers will change during the qualifying heats (after re-seeding).

The organizer will provide other numbers for altered heats and for sub-finals and final.

Number decals may not be trimmed to eliminate the background.

Argument: similar (not identical) proposal later on for 1/10th IC Track

	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

2.11.3 NUMBERING OF THE BODY/WING

The registration number (1-150, with number 1 being the reigning world champion) is put on the body/wing.

It is the same for the entire competition.

The numbers provided by the organiser must be attached to the right side of the body/wing, the other side being reserved for the competitor's national flag. Every competitor must have his national flag on the left side of the body/wing of his car (when looking from the rear).

Proposed rule:

2.11.3 NUMBERING OF THE BODY/WING

The registration number (1-150, with number 1 being the reigning world champion) is put on the body/wing. It is the same for the entire competition.

The numbers provided by the organizer must be attached to the right side of the body/wing, the other side being reserved for the competitor's national flag. Every competitor ~~must~~ **may** have his national flag on the left side of the body/wing of his car (when looking from the rear).

Argument: Identical rule proposal for 1/10th IC track

	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 8

Actual rule

2.13 PITS

Places are allocated for the duration of the World Championship. Places are grouped by country and marked by sign plates. Pits are covered. Every competitor will have a 60 x 120 cm (2 x 4 feet) table space.

Pits are equipped with either: 120 V/60 or 220 V/50 AC. Limited quantity of transformers will be available. 12 V DC (limited) in starting area

Proposed rule:

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Pits are equipped with either: 120 V/60 or 220 V/50 AC. ~~Limited quantity of transformers will be available.~~

12 V DC (limited) in starting area

Argument: Identical rule proposal for 1/10th IC track

	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 9

Actual rule

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 1/100th 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

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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 organizer'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 organizer 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 (refueling, tire 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.

The organizer is advised to install a video camera in the pit lane to check for unscheduled stops. AMB lap counting system or IFMAR approved equivalent must be used in duplicate.

A suitable working computer with proper race proven programs 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 1/100th of a second, in all cases, the hundreds will be utilized.

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

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Argument: Identical rule proposal for 1/10th IC track

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				
In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

Proposal 10

Actual rule

3.2 LENGTH

The minimum length of the track is 250 metres/820 feet. Advised is 250 – 300 metres/820 - 984 feet.

Proposed rule

3.2 LENGTH

The minimum length of the track is 250 metres/820 feet. Advised is 250 – **350** metres/820 - **1148** feet.

Argument:

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				
In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

Proposal 11

Actual rule

3.13 MARSHAL POSTS

Marshal posts must be available for every 30 meters/100 feet of the track length. They may not obstruct the vision of the drivers. The posts must be numbered. When a post is located on a dangerous part of the track (i.e. the straight or a fast corner), this post must then provide protection for the marshal (wall, tyres, gate, etc.).

Proposed rule

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Marshal posts must be available for every 30 meters/100 feet of the track length. They may not obstruct the vision of the drivers. The posts must be numbered. When a post is located on a dangerous part of the track (i.e. the straight or a fast corner), this post must then provide protection for the marshal (wall, tires, gate, **fence** etc.).

Argument: Identical rule proposal for 1/10th IC track

	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 12

Actual rule

4.1 POSITIONING

Mechanics must at all times pit in the position corresponding to the driver. i.e. mechanics of # (1) on the stand must use pit position 1.

During finals, positions will be selected by drivers in order of qualifying position, i.e. No. 1 qualifier has first choice, No. 2 qualifier has second choice, etc.

During qualifying heats only one (1) mechanic is allowed per car. During finals two (2) mechanics are allowed per car.

A team manager may be present during heats and finals to observe relay information and translate only, they must not assist in any way and must be positioned in way as to not obstruct or impede the movement of others

The use of all electronic communication devices between drivers and mechanics is banned during heats and finals.

Proposed rule

4.1 POSITIONING

Mechanics must at all times pit in the position corresponding to the driver. i.e. mechanics of # (1) on the stand must use pit position 1.

During finals, positions will be selected by drivers in order of qualifying position, i.e. No. 1 qualifier has first choice, No. 2 qualifier has second choice, etc.

During qualifying heats only one (1) mechanic is allowed per car. During finals two (2) mechanics are allowed per car. **See drawing**

A team manager may be present during heats and finals to observe relay information and translate only, they must not assist in any way and must be positioned in way as to not obstruct or impede the movement of others

The use of all electronic communication devices between drivers and mechanics is banned during heats and finals.

Argument: Identical rule proposal for 1/10th IC track

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				
In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

Proposal 13

Actual rule

4.2.3 A staggered start timing system will be used during qualifying. The cars will leave the starting boxes after the starting signal in the following order:

- ROUND 1: 1 2 3 4 5 6 7 8 9 10
- ROUND 2: 3 4 5 6 7 8 9 10 1 2
- ROUND 3: 5 6 7 8 9 10 1 2 3 4
- ROUND 4: 7 8 9 10 1 2 3 4 5 6
- ROUND 5: 9 10 1 2 3 4 5 6 7 8
- ROUND 6: 10 9 8 7 6 5 4 3 2 1

Each car's individual official time will start when the car passes the timing system for the first time. When the first car completes the first lap, all official timing not yet activated will be started.

Proposed rule

4.2.3 A staggered start timing system will be used during qualifying. The cars will leave the starting boxes **or pit lane** after the starting signal in the following order:

- ROUND 1: 1 2 3 4 5 6 7 8 9 10
- ROUND 2: 3 4 5 6 7 8 9 10 1 2
- ROUND 3: 5 6 7 8 9 10 1 2 3 4
- ROUND 4: 7 8 9 10 1 2 3 4 5 6
- ROUND 5: 9 10 1 2 3 4 5 6 7 8
- ROUND 6: 10 9 8 7 6 5 4 3 2 1

Each car's individual official time will start when the car passes the timing system for the first time. When the first car completes the first lap, all official timing not yet activated will be started

Argument: Identical rule proposal for 1/10th IC track

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				
In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

Proposal 14

Actual rule

4.2.13 DELAYED START - A ten (10) minute delay can be called only prior to the starter calling the cars to the starting line at the 30-second countdown announcement. Only participants of the quarter-finals, semi-finals or final may request a delay. One only delay will be granted for each final. The track is shall be closed to all cars and all engines will be shut off for the duration of the delay period. The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start off the back of the grid as directed by race control. The start position will be up to but not more than six (6) metres/19.68 feet behind the last official grid position.

A 10-minute delay period can be reduced only if all drivers competing in the race are in full agreement. The race schedule start will resume from the one (1) minute warm up countdown sequence.

Proposed rule

4.2.13 DELAYED START - A ten (10) minute delay can be called only prior to the starter calling the cars to the starting line at the 30-second countdown announcement. Only participants of the quarter-finals, semi-finals or final may request a delay. One only delay will be granted for each final. The track is shall be closed to all cars and all engines will be shut off for the duration of the delay period. The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start off the back of the grid as directed by race control. The start position will be up to but not more than six (6) metres/19.68 feet behind the last official grid position.

A 10-minute delay period can be reduced only if all drivers competing in the race are in full agreement. The race schedule start will resume from the ~~one (1)~~ **two (2)** minutes warm up countdown sequence.

Argument: Identical rule proposal for 1/10th IC track

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				
In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

Proposal 15

Actual rule

4.4 TECHNICAL INSPECTION AND INFRINGEMENTS

Only vehicles which conform to all regulations will be accepted for racing. Technical inspection will be done on Sunday and Monday. The cars will be examined and, if the car conforms to the rules, the chassis will be marked. At any time, the Race Director may ask the competitors to present their cars to the Technical Inspector.

Random inspection will occur on the start line for numbers, tyres, wings and chassis.

No race will be delayed because of non-compliance by a competitor. At the completion of each heat all cars in that heat, whether they finished or not, must be presented for technical inspection. Cars which are not presented for technical inspection at the end of a heat will be disqualified from that heat. Any race damage will be taken into account. At the end of finals, all cars will be impounded and may be inspected for engine size, fuel tank capacity, etc

The use of a non-homologated, modified homologated muffler will constitute disqualification from the event. The disqualified driver will be placed on the last position of the final qualifying results and/or the last position of the final positions' results and he will be noted as a disqualification.

Any technical infringement, other than those concerning engine, fuel tank, weight and muffler will cause disqualification from that heat or final and the disqualified driver's position will be shown as the last position in that heat or final.

All cars must be fitted with a clutch, a braking system and a homologated exhaust pipe. The engine and fuel tank may be checked at any time.

The volume of the fuel tank will include all fuel piping and filters up to the carburetor.

Following method of measurement will be used:

- take off pressure lines
- fill the fuel tank completely
- remove fuel pipe from the carburetor inlet and make sure fuel line is full.
- connect an air pump to the pressure nipple and measure fuel amount with a calibrated glass. The amount of fuel pressed into the glass will be considered as the total content of the fuel system.
- * Only one car per driver will be accepted.
- * The chassis plate and the fuel tank of each car will be marked with the competitor's number.
- * Only one chassis may be used for all qualifying heats and finals. The only exception to this rule will be in the case of a broken or bent chassis which may be changed with the Race Director's approval. The new chassis must be presented to technical inspection for marking before re-building the car.

Proposed rule

4.4 TECHNICAL INSPECTION AND INFRINGEMENTS

Only vehicles which conform to all regulations will be accepted for racing. Technical inspection will be done on **Saturday**, Sunday and Monday. The cars will be examined and, if the car conforms to the rules, the chassis will be marked. At any time, the Race Director may ask the competitors to present their cars to the Technical Inspector.

Random inspection will occur on the start line for numbers, tires, wings and chassis.

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- * Only one car per driver will be accepted.
- * The chassis plate ~~and the fuel tank~~ of each car will be marked with the competitor's number.
- * Only one chassis may be used for all qualifying heats and finals. The only exception to this rule will be in the case of a broken or bent chassis which may be changed with the Race Director's approval. The new chassis must be presented to technical inspection for marking before re-building the car.

Argument: Note : the blue parragraphs might be moved to another position comprehensive of all possible penallities. Identical rule proposal for 1/10th IC track

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				

In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

Proposal 16

Actual rule

4.6 CAR NUMBERS AND LAP COUNTING TRANSPONDERS

Only the numbers supplied by the organizer will be used on the cars. The height of the black numbers must be a minimum of 50 mm and placed on a white background which is 60x60 mm or 65 mm round; The style of the numbers must be an approved IFMAR font.

The location of the side numbers must be immediately in front of the rear wheels on each side. They may not be cut out.

The use of personal transponders is mandatory and any car whose transponder fails will be manually counted to the best of timekeeper's ability. The Race Director's decision is final.

Under no circumstances will a heat or a final be re-run due to a car not having a lap counting transponder or failure of the same. This also applies to a car not having the correct numbers and placement of these numbers.

Proposed rule

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Only the numbers supplied by the organizer will be used on the cars. ~~The height of the black numbers must be a minimum of 50 mm and placed on a white background which is 60x60 mm or 65 mm round; The style of the numbers must be an approved IFMAR font.~~

~~The location of the side numbers must be immediately in front of the rear wheels on each side.~~ They may not be cut out.

Each participant is responsible for attaching the lap counting transponder to his car. During qualifying, any car starting without a lap counting transponder will not be counted. If a lap counting transponder fails or falls off during the heats, the vehicle will be timed and counted manually, if possible.

The use of personal transponders is mandatory and any car whose transponder fails will be manually counted to the best of timekeeper's ability. The Race Director's decision is final.

Under no circumstances will a heat or a final be re-run due to a car not having a lap counting transponder or failure of the same. This also applies to a car not having the correct numbers and placement of these numbers.

Argument: Identical rule proposal for 1/10th IC track

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				

In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

Proposal 17

Actual rule

4.9 PENALTIES AND SANCTIONS

During finals, participants will be allowed to change the bodies of the car with the authorisation of the Race Director, providing the bodies are of the same type and painted in the same colour scheme. In the event of a different body being fitted to the car, the Race Director must give his permission before the participant re-enters the race.

Any illegal modification or change made to the car which is found during the technical inspection at the end of the race will automatically entail disqualification of the participant.

EXCEPTIONS: Tolerances allowed in technical inspection for fuel tanks

Any damage incurred during a heat or final will not entail a forced stop or disqualification of the participant except in the following cases:

- loss of a body (the spoiler does not count as part of the body)
- loss of the silencer or its ability to silence the engine
- a car which becomes dangerous or undriveable.

The car in question may re-start after the repairs have been effected.

Any car which, by the fault of another driver, is damaged or obstructed during a heat or final cannot, under any circumstances, be allowed to re-run in another heat.

All participants must strictly observe the instructions given by the Race Director, Jury and Referees. The bad sportsmanship and behaviour of any competitor, even outside the official race meeting, which could injure the image and promotion of the sport, may become the object of an official, national or international sanction.

Proposed rule

4.9 PENALTIES AND SANCTIONS

During finals, participants will be allowed to change the bodies of the car **without the** authorization of the Race Director, providing the bodies are of the same type ~~and painted in the same color scheme~~. In the event of a different body being fitted to the car, the Race Director must give his permission before the participant re-enters the race.

Any illegal modification or change made to the car which is found during the technical inspection at the end of the race will automatically entail disqualification of the participant.

EXCEPTIONS: Tolerances allowed in technical inspection for fuel tanks.

Any damage incurred during a heat or final will not entail a forced stop or disqualification of the participant except in the following cases:

- loss of a body (the spoiler does not count as part of the body)
- loss of the silencer or its ability to silence the engine
- a car which becomes dangerous or un-drivable.

The car in question may re-start after the repairs have been affected.

Any car which, by the fault of another driver, is damaged or obstructed during a heat or final cannot, under any circumstances, be allowed to re-run in another heat.

All participants must strictly observe the instructions given by the Race Director, Jury and Referees. The bad sportsmanship and behavior of any competitor, even outside the official race meeting, which could injure the image and promotion of the sport, may become the object of an official, national or international sanction.

Argument : Identical rule proposal for 1/10th IC track

	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 18

Actual rule

4.11.1 REFEREES

The main task of the Referees is to observe the racing and, in particular, the good sportsmanship during the racing. They will ensure that the current rules are observed by everyone. Referees may be called for information by the International Jury when a meeting is called by the Race Director. One (1) IFMAR

Referee will be appointed by IFMAR. Travel and accommodation expenses will be paid for by IFMAR, EFRA, ROAR, FEMCA and FAMAR equally. The IFMAR Referee will be supported by two (2) appointed Deputy Referees, one nominated and paid for by the host Bloc and one nominated and paid for by the host country's Association (see Rule 1.12). They must be experienced and unbiased people with a good knowledge of the English language and the current IFMAR Rules and will have acted as a Referee at least on national level before. A back-up Referee must be nominated by each organisation in case of absence of the official Referee. Referees must be provided with an area from where all parts of the track, the drivers' rostrum and refuelling area can be observed. The place must be separated from the drivers' area to ensure a quiet and undisturbed working area. Protection (walls, roof, etc.) must be given against all weather conditions. The place must be equipped with a minimum of three (3) chairs, a table and a monitor connected to the lap counting system to show the race order. There must be a separate communication system with a microphone and speakers direct to the drivers' rostrum and the pit lane to enable Referees' instructions to be heard only by the drivers and the mechanics in the pit lane. N.B. This system is to be totally separate from any public address system used for announcements. The organiser is responsible for providing the Referees with lunch, refreshments and a ticket to the Awards' Banquet.

Proposed rule

4.11.1 REFEREES

The main task of the Referees is to observe the racing and, in particular, the good sportsmanship during the racing. They will ensure that the current rules are observed by everyone. Referees may be called for information by the International Jury when a meeting is called by the Race Director. One (1) IFMAR Referee will be appointed by IFMAR. Travel and accommodation expenses will be paid for by IFMAR, EFRA, ROAR, FEMCA and FAMAR equally. The IFMAR Referee will be supported by two (2) appointed Deputy Referees, one nominated and paid for by the host Bloc and one nominated and paid for by the host country's Association (see Rule 1.12). They must be experienced and unbiased people with a good knowledge of the English language and the current IFMAR Rules and will have acted as a Referee at least on national level before. A back-up Referee must be nominated by each organization in case of absence of the official Referee. Referees must be provided with an area from where all parts of the track, the drivers' rostrum and refueling area can be observed. The place must be separated from the drivers' area to ensure a quiet and undisturbed working area. Protection (walls, roof, etc.) must be given against all weather conditions. The place must be equipped with a minimum of three (3) chairs, a table and a monitor connected to the lap counting system to show the race order. There must be a separate communication system with a microphone and speakers direct to the drivers' rostrum and the pit lane to enable Referees' instructions to be heard only by the drivers and the mechanics in the pit lane. N.B. This system is to be totally separate from any public address system used for announcements. The organizer is responsible for providing the Referees **and officials** with lunch, refreshments and a ticket to the Awards' Banquet.

Argument: Identical rule proposal for 1/10th IC track

	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 19

Actual rule

5.1.2 Prior to timed practice on the Monday morning 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.

Proposed rule

5.1.2 Prior to timed practice on the Monday morning 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.

Numbering of the engines must be done with a tag or by laser engravement

Argument: Identical rule proposal for 1/10th IC track (rule number 5.4)

	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 20

Actual rule

5.5 Rims: The rim's diameter must not exceed 54 mm/2.1259 in. An edge to reinforce the rim of 2 mm/0.0787 in. thickness and 3 mm/0.1181 in. height on the inside (car side) is allowed. Flange diameter maximum 60 mm/2.3622 in. Any fixing bolts or other equipment installed in the wheel rim must not extend beyond the exterior of the wheel rim. The wheel rim must not extend more than 1.5 mm/0.059 in. from the exterior of the tyre.

Proposed rule

5.5 Rims: The rim's diameter must not exceed 54 mm/2.1259 in. An edge to reinforce the rim of 2 mm/0.0787 in. thickness and 3 mm/0.1181 in. height on the inside (car side) is allowed. Flange diameter maximum 60 mm/2.3622 in. Any fixing bolts or other equipment installed in the wheel rim must not extend beyond the exterior of the wheel rim. The wheel rim must not extend more than 1.5 mm/0.059 in. from the exterior of the tire. **The use of wheel discs on an open rim is only allowed when they are secured with a nut.**

Argument: Identical rule proposal for 1/10th IC track (rule 5.21)

	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 21

Actual rule

5.7.6 The outlet or tailpipe of the muffler must project horizontally or downward. No upward or vertical exhaust outlets are allowed. The first cone on all homologated mufflers may be reduced by a maximum of 8mm/0.31 in. (length). The outlet pipe may have a minus tolerance of 2mm/0.078 in. (length).

Proposed rule

5.7.6 The outlet or tailpipe of the muffler must project horizontally or downward. No upward or vertical exhaust outlets are allowed. ~~The first cone on all homologated mufflers may be reduced by a maximum of 8mm/0.31 in. (length).~~ The outlet pipe may have a minus tolerance of 2mm/0.078 in. (length).

Argument

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				
In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

Proposal 22

Actual rule

5.22 Spoiler/wing sizes for sports cars/prototypes:

Overall width of body and spoiler max 267mm (measured on top).

Wings/spoiler, whether build into the body or separate, they must have an angle of minimum 30 degrees measured on the vertical line inclusive of any added aerodynamic aids. If separate, they must have a chord of no more than 77 mm. Any added aerodynamic aids must have a chord of no more than 77 mm.

No additional items may be fastened to the body exterior other than the rear Gurney strip. All measurements for the wing height will be taken with the chassis is raised on 10mm blocks.

Maximum height for the body, side and rear wing is 170mm, with the chassis placed on 10mm spacer blocs. The maximum overall height including the Gurney a strip is 180mm, the Gurney strip, must be attached directly to the body. No independently mounted wings are allowed.

The maximum overhang behind the rear axle measured from the rear axle centre point is 100mm

From 2011 the body height and side/rear wings will have a maximum of 160mm (on 10mm blocs)

Overall, maximum height including a Gurney strip is 170mm.

The following differences from the original are allowed;

- Side dams on the model after the rear axle may not be higher than 50 mm.
- Side dams from the front axle till the rear axle may have the following dimensions;

- From front axle over the first 150mm, not higher than 10mm and not more than 25mm over the next 100mm.
 - Behind the driver the body may be adapted to suit fuel tank. Driver may be moved slightly to the front or to the left or right to avoid conflicts with tank.
 - Driver may not be altered or cut out.
 - No cut-outs in rear spoiler to get less down-force.
- If body stiffeners are used they cannot cause the body to be wider than 277mm at any point.

Proposed rule

5.22 Spoiler/wing sizes for sports cars/prototypes:

Overall width of body and spoiler max 267mm (measured on top).

Wings/spoiler, whether build into the body or separate, they must have an angle of minimum 30 degrees measured on the vertical line inclusive of any added aerodynamic aids. If separate, they must have a chord of no more than 77 mm. Any added aerodynamic aids must have a chord of no more than 77 mm.

No additional items may be fastened to the body exterior other than the rear Gurney strip. All measurements for the wing height will be taken with the chassis is raised on 10mm blocks.

Maximum height for the body, side and rear wing is 170mm, with the chassis placed on 10mm spacer blocs. The maximum overall height including the Gurney a strip is 180mm, the Gurney strip, must be attached directly to the body. No independently mounted wings are allowed.

The maximum overhang behind the rear axle measured from the rear axle centre point is 100mm

From 2011 the body height and side/rear wings will have a maximum of 160mm (on 10mm blocs)

Overall, maximum height including a Gurney strip is 170mm.

The following differences from the original are allowed;

- Side dams on the model after the rear axle may not be higher than 50 mm.
- Side dams from the front axle till the rear axle may have the following dimensions;
- From front axle over the first 150mm, not higher than 10mm and not more than 25mm over the next 100mm.
- Behind the driver the body may be adapted to suit fuel tank. Driver may be moved slightly to the front or to the left or right to avoid conflicts with tank.
- Driver may not be altered or cut out.
- No cut-outs in rear spoiler to get less down-force.

The blue part can be replaced by GLOBAL BODY SPECS DRAWING

If body stiffeners are used they cannot cause the body to be wider than 277mm at any point.

Argument

	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 23

Actual rule

5.23.7 All mechanics, team managers and cars will be checked for compliance to the rules when entering the controlled pit area, i.e. no fuel, fuel bottles or fuel guns may brought into the pit area and cars must have empty tanks when entering.

Upon entering the pit area, mechanics can retrieve a fuel bottle and their fuel gun if they have one stored in the area.

It is the mechanic's responsibility to ensure they fill the bottles from the fuel containers provided in the pit area for both heats and finals.

Proposed rule

5.23.7 All mechanics, team managers and cars will be checked for compliance to the rules when entering the controlled pit area, i.e. no fuel, fuel bottles or fuel guns may brought into the pit area and cars must have empty tanks when entering. **Each driver and mechanic has to wear closed toe shoes in the “hot pit-area”, refueling pit and on the track.**

Upon entering the pit area, mechanics can retrieve a fuel bottle and their fuel gun if they have one stored in the area.

It is the mechanic’s responsibility to ensure they fill the bottles from the fuel containers provided in the pit area for both heats and finals.

Argument: Identical rule proposal for 1/10th IC track (5.22.7)

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				
In favour		Abstention		Against	
Passed unanimously		Passed		Not passed	

Proposal 24

Actual rule

4.9 PENALTIES AND SANCTIONS

During finals, participants will be allowed....

Proposed rule

4.9 Regarding penalties and sanctions needs to be discussed. This section should include all possible penalties, like disqualification, loss of result, warning, instruction or further punishment. Now we can find various penalties already in various parts of the rules and not only in this point 4.9 This will make it much more easier for every participants to see the results of a certain action.

For instance:

Car to wide after a heat or final

Car not conform technical specs, like fuel tank and/or height

Use of a modified muffler

Use of a non marked motor

Use of a non homologated muffler

loss of result

loss of result

loss of result

Disqualification

Disqualification

Proposal consists in making a penalties list and to include that one in the rules, as a new final point.

Argument: Identical rule proposal for 1/10th IC track

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer	X				
In favour		Abstention		Against	

Passed unanimously		Passed		Not passed	
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FINISH of 1/8th IC Track Proposals

Specific proposals for 1/10th IC Track

Proposal 25

Actual rule

2.7 OPENING CEREMONY

An opening ceremony will take place on Monday at 18.30. Competitors will participate in a welcoming procession. Each national team is asked to wear similar shirts. A flag and sign bearing the name of each country will be provided by the organiser for each team.

Concours d'Elegance will be held at the Opening Ceremony and judged in two (2) categories, i.e. best paint job and best 1/10th scale replica. There will be one (1) trophy for each category.

Proposed rule

2.7 OPENING CEREMONY

An opening ceremony will take place on Monday at 18.30. Competitors will participate in a welcoming procession. Each national team is asked to wear similar shirts. A flag and sign bearing the name of each country will be provided by the organizer for each team.

At the opening ceremony a Concourse d' Elegance will be held in two (2) categories. **First category will be the best "paint job". Second category will be the best 1/10th scale replica.** There will be one (1) trophy for each category.

Argument

	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 26

Actual rule

2.8.1 There will be six (6) qualifying rounds of ten (10) minutes for each entrant, the best number of laps and time of finishing lap counting for best result. The entrants will be divided into two (2) groups: Group A, heats 1 to 7, Group B, heats 8 to 15.

Six (6) rounds of qualifying heats will be run as follows:

Tuesday: Rounds 1 and 2

Group A

heat 1 09.30 11.15

heat 2 09.45 11.30

heat 3 10.00 11.45

heat 4 10.15 12.00
 heat 5 10.30 12.15
 heat 6 10.45 12.30
 heat 7 11.00 12.45

Group B

heat 15 13.45 15.45
 heat 14 14.00 16.00
 heat 13 14.15 16.15
 heat 12 14.30 16.30
 heat 11 14.45 16.45
 heat 10 15.00 17.00
 heat 9 15.15 17.15
 heat 8 15.30 17.30

After round two (2) of qualifying heats, drivers will be re-seeded within their group for remaining rounds of heats.

After re-seeding:

Wednesday: Rounds 3 and 4

Group B starts at 09.30 – heat 8 to 15, heat 8 to 15

Group A starts at 13.45 – heat 7 to 1, heat 7 to 1

Thursday: Rounds 5 and 6

Group starts at 9.30 - heat 4 to 1, heat 15 to 5

Group starts at 13.30 – heat 4 to 1, heat 5 to 15

Group A starts at 9.30 heat 1 to 7

Group B starts at 11.30 heat 8 to 15

Group A starts at 13.30 heat 7 to 1

Group B starts at 15.30 heat 15 to 8

This schedule assumes 150 drivers. For less there would be equivalent heats.

Proposed rule

2.8.1 There will be six (6) qualifying rounds of ten (10) minutes for each entrant, the best number of laps and time of finishing lap counting for best result. The entrants will be divided into two (2) groups: Group A, heats 1 to 7, Group B, heats 8 to 15.

Six (6) rounds of qualifying heats will be run as follows:

Tuesday: Rounds 1 and 2

Group A

heat 1	09.30	11.15
heat 2	09.45	11.30
heat 3	10.00	11.45
heat 4	10.15	12.00
heat 5	10.30	12.15
heat 6	10.45	12.30
heat 7	11.00	12.45

Group B

heat 15	13.45	15.45
heat 14	14.00	16.00
heat 13	14.15	16.15
heat 12	14.30	16.30
heat 11	14.45	16.45
heat 10	15.00	17.00
heat 9	15.15	17.15
heat 8	15.30	17.30

After round two (2) of qualifying heats, drivers will be re-seeded within their group for remaining rounds of heats.

After re-seeding:

Wednesday: Rounds 3 and 4

Group B starts at 09.30 – heat 8 to 15, heat 8 to 15

Group A starts at 13.45 – heat 7 to 1, heat 7 to 1

Thursday: Rounds 5 and 6

Group starts at 9.30 - heat 4 to 1, heat 15 to 5

Group starts at 13.30 – heat 4 to 1, heat 5 to 15

~~Group A starts at 9.30 heat 1 to 7~~

~~Group B starts at 11.30 heat 8 to 15~~

~~Group A starts at 13.30 heat 7 to 1~~

~~Group B starts at 15.30 heat 15 to 8~~

This schedule assumes 150 drivers. For less there would be equivalent heats.

Argument

	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 27

Actual rule

2.11.2 NUMBERING OF CARS

Cars will be numbered 1 to 10 in each heat. Each car must have 3 numbers: - one on the front one on the right side one on the left side.

These numbers will change during the qualifying heats (after re-seeding). The organiser will provide other numbers for altered heats and for sub-finals and final. Number decals may not be trimmed to eliminate the background.

Proposed rule

2.11.2 NUMBERING OF CARS

Cars will be numbered 1 to 10 in each heat. **The number on each decal has to be 50 mm high minimum (for instance Arial bold 200), see picture, with a stroke of minimum 9.52mm.** Each car must have 3 numbers: **See picture/drawing, 1 on the front screen, 2 on the rear doors.**

These numbers will change during the qualifying heats (after re-seeding). The organizer will provide other numbers for altered heats and for sub-finals and final. Number decals may not be trimmed to eliminate the background.

Argument

	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 28

Actual rule

4.21 IFMAR TECHNICAL INSPECTOR

4.21.1 A Technical Inspector will be appointed by IFMAR to supervise all technical inspection matters.

Proposed rule DELETE

~~4.21 IFMAR TECHNICAL INSPECTOR~~

~~4.21.1 A Technical Inspector will be appointed by IFMAR to supervise all technical inspection matters.~~

Argument

	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 29

Actual rule

5.8.1 Homologated mufflers of a double chamber design in conjunction with a homologated inlet noise silencer boxes (INS box) must be used.

For homologation purposes, each muffler will be tested with an engine at 40,000 rpm.

The muffler may not produce more than eighty five (85) decibels measured at ten (10) meters distance and one (1) meter high. IFMAR's definition of a noise level is always final.

Proposed rule

5.8.1 Homologated mufflers of a double chamber design in conjunction with a homologated inlet noise silencer boxes (INS box) must be used.

For homologation purposes, each muffler will be tested with an engine at 40,000 rpm.

The muffler may not produce more than ~~eighty five (85)~~ **eighty three (83)** decibels measured at ten (10) meters distance and one (1) meter high. IFMAR's definition of a noise level is always final.

Argument

	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 30

Actual rule

5.15 Only the following openings and sizes are permitted in the body shells.

Only one opening may be made in the front screen with a maximum dimension of 60mm in any direction not intruding into the roof or bonnet.

An additional opening of 50 mm may be made above the fuel filler cap when viewed from above. The minimum distance between any openings is 5 mm.

An opening with a maximum diameter of 35mm is allowed just above the cooling head for easy glow plug access and cannot be combined with any other hole.

Additional non-mounting openings may be made for exhaust, transponder, radio antenna and carburettor access.

Proposed rule

5.15 Only the following openings and sizes are permitted in the body shells.

Only one opening may be made in the front screen with a maximum dimension of 60mm in any direction not intruding into the roof or bonnet **for cooling or fuel cap access**.

An additional opening of 50 mm may be made above the fuel filler cap when viewed from above, **providing this opening is in the roof**. The minimum distance between any openings is 5 mm.

An opening with a maximum diameter of 35mm is allowed just above the cooling head for easy glow plug access and cannot be combined with any other hole. **(see drawing)**

Additional non-mounting openings may be made for exhaust, transponder, radio antenna and carburetor access.

Argument

	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 31

Actual rule

5.19 General Dimensions: -Minimum (mm) -Maximum (mm)

Wheelbase	230.00	270.00
Width (without body)	170.00	200.00
Width (with body)	175.00	205.00
Length (including body and wing)	360.00	460.00
Height (to top of roof measured with a 10.00mm spacer under the chassis plate on level)	120.00	175.00
Wing width inclusive	125.00	200.00
Wing width	-	50.00
Wing endplate	35.00mm x 50.00mm – equal size	
Wing overhang (at rear)	10.00	
Wheel diameter (excluding tyre bead)	46.00	50.00
Wheel width (including bead)	- 30.00 + 1mm tolerance	
Tyre width (across sidewalls)	- 31.00	

Proposed rule

5.19 General Dimensions: -Minimum (mm) -Maximum (mm)

Wheelbase	230.00 270.00
Width (without body)	170.00 200.00
Width (with body)	175.00 205.00
Length (including body and wing)	360.00 460.00
Height (to top of roof measured with a 10.00mm spacer under the chassis plate on level)	120.00 175.00
Wing width inclusive	125.00 200.00
Wing width -	50.00
Wing endplate	35.00mm x 50.00mm – equal size
Wing overhang	(at rear) 10.00 (see drawing)
Wheel diameter (excluding tire bead)	46.00 50.00
Wheel width (including bead) -	30.00 + 1mm tolerance
Tire width (across sidewalls) -	31.00mm

Argument

	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 32

Actual rule

5.22.4 An amount of \$US20 will be added to each entry fee to cover the additional cost of official event fuel.

Proposed rule

5.22.4 An amount of **\$US40** will be added to each entry fee to cover the additional cost of official event fuel.

Argument

	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 33

Actual rule

5.27 Not allowed:

"Pressurized" braking systems including pneumatic or hydraulic systems. Only mechanical, single braking units such as those already in use on the rear or midshaft axle.

- Liquid cooled engines
- Hydraulic systems
- More than 2 servos

- No more than 3-speed transmissions.
- Quick-change wheel systems are not allowed. Wheels must be fixed by a screw or nut that must not extend beyond the exterior of the wheel rim.

Proposed rule

5.27 Not allowed:

- "Pressurized" braking systems including pneumatic or hydraulic systems. Only mechanical, single braking units such as those already in use on the rear or midshaft axle. **(see 5.1)**
- Liquid cooled engines
- Hydraulic systems
- More than 2 servos
- **No more than 2-speed transmissions. See 5.2**
- Quick-change wheel systems are not allowed. Wheels must be fixed by a screw or nut that must not extend beyond the exterior of the wheel rim.

FINISH of the 1/10th IC track specific proposals

1/8th IC Off Road Buggy Proposals

Proposal 34

Proposed rule is new:

2.6 BUMPERS

2.6.a The front of the vehicle chassis must be equipped with a plastic bumper (no metal at all) in such a manner that it will minimise a damage in the case of it enters into contact with other participants, marshalls or any person.

The bumper must be made from flexible material (plastic) with all corners and sharp edges rounded of. If a rear bumper is used it must follow the same principles.

(note; renumber actual 2.6, 27 and 2.8)

Argument: we are seeing front bumpers with metal parts on it, and same at the rear part, we have to avoid this, it is going against any safety regulation

	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 35

Actual rule

2.5 WINGS

2.5.a A wing of maximum overall size 217mm length and 85mm chord may be fitted.

Proposed rule

2.5 WINGS

2.5.a A rear wing with a maximum overall size 217 mm length and a chord of no more than 85 mm may be fitted

- The multiplans wings are authorized
- The width of 85 mm is measured between the lower leading edge and the higher trailing edge. The side damms of the wing must have a maximum horizontal width of 100 mm and a maximum height of 60 mm.(irrespective of the orientation)
- The single of multi plans wing must be registered inside the contour of the side damms.
- The wing and the side damms must be made out of flexible material with angles rounded

Argument:

This is a transcription of the french FVRC rule in regards of wing and side damms. It is a good regulation as far as we are starting to see huge side damms without any limit

	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 36

Actual rule

2.7.a The following additives are strictly prohibited; Hydrazine, Hydrogen Peroxide, Toluene, Propylene Oxide

Proposed rule :

2.7.a Fuel may only contain methanol (methyl alcohol), lubricating oil, a small content of anti corrosion chemicals and a maximum of 25% nitro methane in volume. The specific gravity of the mixture may not be heavier than 0.91. An IFMAR approved fuel tester, e.g. Nitromax 25 will be available to verify fuel's conformity to the rules at technical inspection. The following additives are strictly prohibited; Hydrazine, Hydrogen Peroxide, Toluene, Propylene Oxide.

Argument:

The increasing game in the % of nitro with fuels on 45 % and more is making nearly impossible to stay at a warming engines area, also the reduction of the nitro to a certain amount helps to reduce costs.

	IFMAR	EFRA	FAMAR	FEMCA	ROAR
Proposer		X			

In favour		Abstention		Against	
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Passed unanimously		Passed		Not passed	
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FINISH of 1/8th IC buggy proposals

FINISH OF ALL IFMAR GAS SECTION PROPOSALS