

## INTERNATIONAL FEDERATION OF MODEL AUTO RACING

Holland January 2<sup>nd</sup> 2011.

To IFMAR blocs, manufacturers and drivers.

### Bodies for the IFMAR 1/8<sup>th</sup> IC Track World Championship in Homestead, Miami.

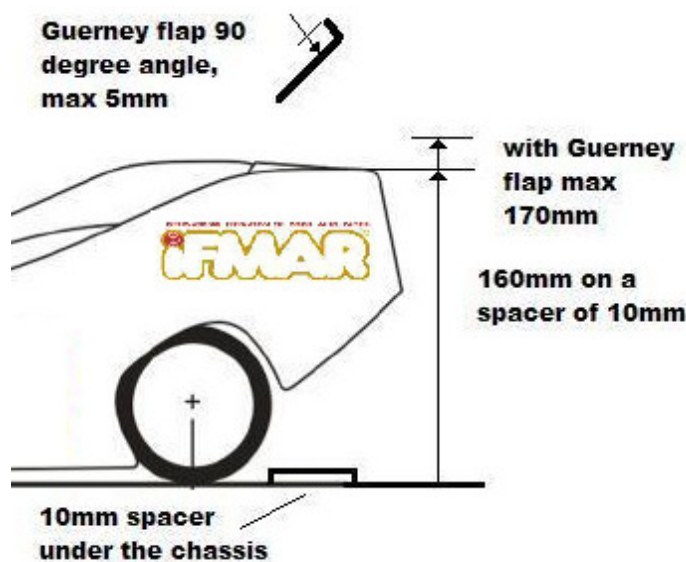
After our letter from December 19<sup>th</sup> we received a lot of questions and “complaints”, both from drivers and manufacturers.

Although the actual ruling with 160mm body height and the measurements of the side dams have been in the rules for more than 3 years it has not been understood by or interpreted in a different way as what IFMAR wanted.

We also discovered that all the bodies on the list did not fulfill the side dam measurement that was in the rules.

After various talks and communications with the blocs we have made the following decision for the race in Homestead;

- We only look at the height 160mm and 170mm with Gurney strip on a 10mm spacer. The side dam part will be taken out of the rules, which means that all bodies on the list will be valid
- We put a remark to the body list that these bodies are only allowed if they respect the height as mentioned in the rules.
- The shape and size of the Gurney strip is defined and will be put into the rules with a drawing to avoid that drivers will try to get more down force by using a strip which has a different angle as 90 degrees, or a longer part and try to compensate the height reduction this way.
- The body list from December 19<sup>th</sup> will be adapted with a few extra bodies that were received early December by EFRA, but not were not included due hospitalisation from one of the committee members



[www.ifmar.org](http://www.ifmar.org)

During 2011 the IFMAR IC Executive will try to finalize the Global Body Specs for a 1/8<sup>th</sup> scale car CAN-AM / LMP prototype car. These GBS will be used in the future (starting 2012) to tell all manufacturers what is allowed.

The GBS will also include a minimum thickness of a body and the way where and how it is measured.

The whole idea of the GBS is that we want to avoid bodies that are not bodies anymore, but an aerodynamic construction only made for speed. Corner speed has gone up too far in combination with engines that can barely run 4 minutes on 125cc of fuel. Although we cannot stop the technical evolution an IFMAR 1/8<sup>th</sup> Circuit World Championship is still a test of driver's skill.

Sincerely Yours,

Sander de Graaf  
IFMAR IC Section Chairman.