



EFRA 1:8 IC track section Chairman:

Sander de Graaf
Beekmansbos 53
1971 BX IJmuiden
Netherlands

Phone (Priv): +31 255 515720

Mobile: +31 6 53178658, Email: eight.track@efra.ws

EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES

Sander de Graaf, Beekmansbos 53, 1971 BX IJmuiden, Netherlands

Newsletter May

IJmuiden, May 21st 2012.

The last couple of weeks we have got some questions regarding the use of oval venturis on the carburettor. The new rule states: A maximum carburettor diameter of 8mm.

If you look for the meaning of the word diameter you probably find some different answers, however the majority is like this:

*In geometry, a **diameter** of a circle is any straight line segment that passes through the center of the circle and whose endpoints are on the circle. The diameters are the longest chords of the circle. The word "diameter" derives from Greek διάμετρος (diametros), "diagonal of a circle", from δια- (dia-), "across, through" + μέτρον (metron), "a measure"^[1].*

*In more modern usage, the length of a diameter is also called the **diameter**. In this sense one speaks of the diameter rather than a diameter, because all diameters of a circle have the same length, this being twice the radius.*

For a convex shape in the plane, the diameter is defined to be the largest distance that can be formed between two opposite parallel lines tangent to its boundary, and the width is defined to be the smallest such distance. For a curve of constant width such as the Reuleaux triangle, the width and diameter are the same because all such pairs of parallel tangent lines have the same distance. See also Tangent lines to circles.

So diameter is referred to a circle.

Diameter is referred to the longest chord of a circle

Diameter is referred to the largest distance between two parallel lines or points.

So that means that even when an oval venturi is used, the maximum distance may not be bigger as 8mm.

An oval with the largest distance at 8mm is always smaller than a circle of 8mm in square mm's.

So an oval venturi can be used, but not bigger as 8mm as the largest distance. An oval venturi of 8.4 x 7.5 cannot be used.

Weight limit for 1/10th and 1/8th IC track cars.

The weight limit for EFRA has not changed this year.

So that is still 1700 for 1/10th and 2500 for 1/8th.

The proposed 1550 and 2400 has been postponed, mainly because after some large discussions with a few manufacturers. For 1/8th 2400 is a reasonable weight limit, however for 1/10th we feel 1550 is too low.

www.efra.ws

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

Fax: +32 15241470
Mobile: +32 477947109
E-mail: secretary@efra.ws

International Bank Account Number
IBAN: SE 21 6000 0000 0000 43 202 799
Handelsbanken, Norrköping, Sweden
Swift-Code: HANDSESS

For IFMAR we made an extra postal vote, because there the weight limit was 1725 with transponder. So that was already 25 grams more than the old EFRA rules
So for the WC in Thailand the weight is 1650 grams including transponder.

That same proposal (1650) will most probably be made this year also for EFRA, because it has no use to go to 1550 grams. 1550 Grams means a lot of expensive light weight parts in the car and that is not in the benefit of the sports, certainly now we have seen that the number of drivers is getting lower in this class. The 1650 is based on an average weight of 3 standard cars without the use of special light weight parts (so the capricorn is excluded in the calculations).
Later this year we will make a decision on the weight limit for 1/8th for IFMAR. Most likely that will go to 2400, same as EFRA for 2013. The idea is to have IFMAR rules and EFRA rules the same.

Tire Treatment.

After Monaco we did some extra testing with the samples we received and some new samples. The majority of the samples is OK, however some of them can give a reading on our equipment when it is used on short time before the race or when you store the treated tires in plastic.

Tire treatment brands without any READ-OUT: Rheinard MR33, Futura V1, Matrix
Tire treatment brands with a small read-out, which means you must not use this very short before you go racing: SXT 2.0, Futura V2, MLC, AS Hobby C1, AS Hobby C3.
Tire treatment brands with a slightly larger READ-OUT, which means you must not use this on short times before you must race: Nosram 96020, LRP 65020, The Secret, Pink Arrows, Liquid Gravity, MLC.
Of course it will depends also on the amount you put on the tires

Regards and good racing,

Sander de Graaf
EFRA 1/8th IC Track Section Chairman.

www.efra.ws

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

Fax: +32 15241470
Mobile: +32 477947109
E-mail: secretary@efra.ws

International Bank Account Number
IBAN: SE 21 6000 0000 0000 43 202 799
Handelsbanken, Norrköping, Sweden
Swift-Code: HANDSESS