



IFMAR IC Section Chairman

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INTERNATIONAL FEDERATION OF MODEL AUTO RACING

Controlled TIRE and FUEL for IFMAR World Championship.

Dear Friends,

Netherlands July 22th 2013

With reference to the first letter that was send out June 30th we have now 5 tire manufacturers that have responded positively and wish to be involved in the tire distribution. These 5 manufacturers are listed here below.

ZAC Project email	1-3-17 Higashikomagata Sumida-ku Tokyo 130-0005 JAPAN skimura@tabata.co.jp
	-
ULTI email	975 Shimowada, Yamato-city Kanagawa-ken, 242-0015 JAPAN cm@creationmodel.biz
	-
MATRIX email	Xtreme, Via Fiume 9, 20020 Busto Garolfo (MI), Italy criboni@hotmail.com
	-
CONTACT tires email	71073 Tenter Road, Moulton Park, Northampton, Northants NN3 6AX, England piero@racing-cars.com
	-
HOT RACE TYRES email	ITALY hotracerc@hotmail.it
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Handelsbanken, Sweden
Swift-Code: HANDSESS

Now it is up to the drivers to make your choice. You must make a first choice for a manufacturer, however there is nothing against choosing a second manufacturer. We can imagine that drivers do not want to gamble on one choice, so if you can make a deal with 2 manufacturers it is up to you. IFMAR is not involved in the distribution, we only control it. IFMAR is also not involved in tire payments, that is a deal between the driver and the manufacturer. However to keep it simple we only will try to set a price for 1 set similar for all the manufacturers. There will be sponsored drivers and there will be privateers, it is up to yourself to deal with the manufacturer. Remember we need a minimum of 10 drivers for a brand.

The rules will be simple and the same for all the manufacturers. One type of rim for each, no special rims with a possibility to change the softness (or hardness). The rim must be used as it comes out off the moulding, so no extra milling to make it lighter or softer. Remember if you go for an ultra light combination the risk is that you have a problem and you cannot switch to another type. The only thing allowed is the use of a disc to close a rim, however that disc must be mounted by means of a screw to avoid it comes off, see rule 5.5.

Where ever we talk about a set of tires we mean 2 front and 2 rear tires.

The tires must be supplied to the organizer for distribution with the following dimensions i.e. before truing, they need to have a minimum diameter.

Before Truing		After Truing Maximum Diameter	
Front	Rear	Front	Rear
32 shore	35 shore	32 shore	35 shore
Min 71 mm	Min 78 mm	69 mm	76 mm

An extra front tire of 35 shore, only for semi final and final is something still to be decided after talking to the various manufacturers.

The next extra rules will apply:

Each manufacturer must send in his tires at least 3 weeks before the start of the event.

The deadline is 25th of September (received at Kei Tune Racing). The tires will be stored by the organizer in a container.

Access to that container is limited to IFMAR, the organizer, the suppliers and a number of appointed people

All tires have to be trued on dimension in a controlled area and they need to be at least 71 and 78 mm before they are trued. So a minimum of 2 mm needs to be taken off in the controlled tire truing area at the track.

At any time IFMAR has the right to check and refuse tires that according to them are not according to the specs or that do not have the right dimensions.

Trued tires, ready to be used must be put into a box per brand. This box will be available in the controlled staging area where you also get your fuel. This box must contain a number of tires that will make the picking of tires random. It will not be allowed to check tires, to feel tires and refuse them, or to check tires with a shore meter. You get one set and you put them on your car. Only in case you chunk a tire in the warm-up you can get another tire from an official.

The controlled tire truing area has limited access. Only IFMAR, the organizer and a number of nominated people can access this area and can true the tires on the right diameter. Depending on the number of tires for a brand we can allow more or less people in this area.

Bringing tires from this area to the staging area will be done under the direction of IFMAR.

The idea is to have a tire with a single specification and to distribute them randomly. By securing the tires that are sent to the organizer and by securing the truing area we have a lot of possibilities to keep an eye on them and to make random tests.

Every driver will need a minimum of 9 sets of tires (6 sets for Qualifying, 2 sets for timed practice and 1 set for the first final you are in). Every time you go racing you come without tires and you will receive a new set. Extra sets for those that move up due to the Christmas tree finals must be paid extra to the manufacturer. Apart from the 9 sets there are also tires needed for the practice on Saturday and Sunday. Those tires do not have to be sent in advance, but if the manufacturer wishes to do, they also can also be stored. However any tire taken from the storage will not go back to the storage area again.

Controlled FUEL.

The controlled fuel is sponsored by 4 manufacturers. However since we cannot ask that they bring in enough to supply 150 drivers with each brand you must make a choice. They will bring in about 15% more than needed, so you can make a switch, but this is only possible as long as it is available.



So it is now time to make your choices both for the tires and the fuel. You can do this by bloc or straight to IFMAR with email ic.chairman@ifmar.org We need all you information before August 15th, so that the manufacturers have time enough to prepare their shipments.

Name	Country	Fuel brand	Tire brand

Sander de Graaf
 IFMAR IC Section Chairman.

