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## INTERNATIONAL FEDERATION OF MODEL AUTO RACING

### Controlled TIRE for WC

Dear Friends,

Netherlands June 30th

This is an important message for the Organizer, the tire manufacturers and the drivers that are competing in the 2013 IFMAR 1/8<sup>th</sup> IC Track World Championship in Kei Tune in October.

The fact that the organizer has allowed tire treatment during the Warm-Up race in May has started a number of rumors and a lot of questions. Let's be clear.

1<sup>st</sup> This was not an IFMAR event, it was the Japanese Nationals and was run under JMRCA rules.

2<sup>nd</sup> The rules for IFMAR states, NO TIRE TREATMENT.

The IFMAR committee and the blocs have had a number of discussions on this subject starting in November last year and everybody has the feeling that TIRE TREATMENT is very bad for the sport.

It is a poison that keeps drivers at home and for sure also the reason a lot of drivers stopped in 2012. Although we are able to detect the majority of the products that are available there is still a market and this market tries to make products that are more and more difficult to detect. It is like doping in all sport activities, there will always be people that want to try it and people that produce it.

The number of rumors that have been going around after the Warm-up has forced IFMAR to make a decision to run a controlled tire. We want to avoid questions and delays like in Miami, where we lost 1 day of Qualifying. Because we also permitted a rule change on the fuel earlier this year and allow more than one manufacturer to supply the fuel for this event we will allow more than one manufacturer to supply the tires for this event.

As there are sponsored drivers who will be receiving tires from their preferred supplier for free and others who will be buying their tires we will be tracking the distribution for of tires for each competitor for the purpose of charging IFMAR and the organizer do not want to be involved in the selling of tires, so we have put some ruling on paper to allow a number of manufacturers to supply the tires.

By allowing more than one manufacturer we need the cooperation of the tire manufacturers, as you will need to work with IFMAR to ensure successful workable procedures are adopted.

If we do not have a collaborative approach from the manufactures the risk will be that the next IFMAR WC might have a single tire supplier.

Although we allow more than one manufacturer the specs of the tire will be the same for all.

IFMAR will make tests to see if all manufacturers will comply with those rules.

Where-ever we talk about a set of tires we always mean 2 front tires 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
<b>32 shore</b>	<b>35 shore</b>	<b>32 shore</b>	<b>35 shore</b>
<b>Min 71 mm</b>	<b>Min 78 mm</b>	<b>69 mm</b>	<b>76 mm</b>

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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 25<sup>th</sup> 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

We will only accept tires with a standard rim, no special rims or rims that have been re-worked (milling !).

Tires must be as normally sold from a standard production line with no treatment prior to shipping.

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.

As there will be sponsored drivers and single individual drivers.

Those of you that normally pay for your own tires now must make a choice before you jump into the airplane to Japan on what tire to use. That tire you will have to pay to the manufacturer when you arrive.

This will be noted on your drivers badge and this will give you your tires for the race.

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 finals must be paid extra.

We will try to negotiate a price that is the same from each manufacturer.

We will allow a maximum of 8 manufacturers to supply tires, if less it is only better, but we know there will be manufacturers from at least 2 blocs that already did a lot of testing. Tire manufacturers that will supply less than 10 drivers are not taken into account, and those drivers will have to make a another/second choice.

First step is to point out the manufacturers, second step is each driver confirms a tire brand and a fuel brand.

For the fuel brand we have asked each manufacturer to supply 15% more than what is needed, so there is a small possibility to change fuel when it is available. We will also ask the tire manufacturers to supply some more tires if possible so you might have a change to test another brand.

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 be stored. However every tire taken from the storage will not go back to the storage area again.

Obviously this is a big change, however this will stop hopefully all the rumors about testing methods and whether drivers are using treatment or not. The positive thing is that you have more space in your suitcase, because you need not to bring tires.

In case of rain and after a decision of the race-director with the International Jury that the track is WET, rain tires can be used, UNTREATED. This is only needed when we should expect rain for more than 2 days.

**Deadlines:**

July 1<sup>st</sup>

July 15<sup>th</sup>

August 1<sup>st</sup>

August 15<sup>th</sup>

Send out this letter

Tire manufacturers must be known

All drivers must have made their tire choice and fuel choice.

No choice received in time than IFMAR will make the choice for you

Final decision for the brands and number of drivers for each brand

Sander de Graaf

IFMAR IC Section Chairman.

