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INTERNATIONAL FEDERATION OF MODEL AUTO RACING

IFMAR Large Scale Worlds Malaysia 2015.

Dear Friends,

Netherlands, June 8th 2015.

Up till now the number of drivers for the IFMAR Large Scale World Championship is very disappointment. It seems that the majority of European Manufacturers have decided not to send drivers to Malaysia. Main reason is costs. This is a little bit of a surprise after the WC in Lostalio, where a large number of drivers was in favor of going to Malaysia.

Nevertheless IFMAR cannot force either manufacturers or drivers to visit an event, so we have to accept this. However with the next event scheduled in IFMAR in 2 years IFMAR will review the Large scale as a Class and it might be possible that the event is skipped or run in a different schedule as each 2 years, simply because the interest is low.

So due to this limited number of drivers in the Large Scale Class IFMAR wants to introduce the GT class for 1/8th for this event to be run as a second class. By running a second class the organizer hopefully still can get a good number of drivers in total for the fantastic KL International Track. GT 1/8th is getting more and more popular in all 4 blocks and perhaps this is a Class to consider for the Future. There are a number of local drivers running already GT and also in some of the close countries the Class is known.

The name of the event will be "IFMAR World Cup GT 1/8th".

See the technical rules here under, which are based on ROAR Rules and EFRA rules. This GT Class is based on 1-8th Off/Road cars with moulded tires.

It is an Open event, inscriptions can be made straight with the organizer. No need to go thru your country. Entry fee will be 100 USD. The Website will give more information the next weeks how to make the inscription.

Prelimery Race format.

Free Practice on Saturday/Sunday and Monday.

Qualifying, 6 Rounds of 10 minutes.

Best 2 Qualifying rounds will be added together for Best Qualifying result.

2 Direct qualifiers from the qualifying result into the main final, rest will run Christmas tree finals, odd and even.

12 Drivers in each final, with 3 moving up.

From the semi's, Best 3 + 2 remaining fastest times. In wet conditions best 4.

When final numbers of drivers is known some changes can be made to the time schedule.

Technical Rules for the 1-8th GT Class Event.

	GT Cars International / EFRA-Roar style Rules
General	GT/Rally cars with IC motor, 2WD or 4WD. Basic car is Off-Road, with drive shafts, no belts allowed.
Manufacturers	There are a number of International brands available from this type of car.
Dimensions	Overall Length: Defined by body

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	Maximum width 310mm
	Wheelbase between 270-379mm
	Maximum height 250mm including wing with suspension fully compressed, chassis against the floor.
	Wheels Mounting Bead diameter: Maximum:79.00 mm / 83.50 mm. Overall Diameter Maximum:88.50 mm. Width Maximum 44.45 mm. Tyres Diameter Maximum 119.22 mm. Minimum tbd mm. Width Maximum 47.0 mm
Weight	4WD 3500 gram
Clutch	Only buggy based 2, 3, or 4 shoes systems No radial type clutches (Centax)
Transmission	Any 1/8 scale Buggy or Truggy based shaft driven nitro powered vehicle. (off-road conversion is OK) with front kick up. Chassis with Kick up cannot be altered to change original manufacturers design. Stock and factory optional chassis are permitted, but it must retain all the characteristics of the standard off-road chassis on which it's based. Chassis must be identical to their off-road counterparts in all dimensions except where it's necessary to convert the chassis for on-road use. Carbon fibre chassis plates are not permitted.
	Transmission: Single speed or two-speed only. Single speed configurations must include a solidly mounted spur gear to a standard bevel gear centre differential or a solid spool (no one-way bearing). No other differential types will be permitted. Two-speed transmissions must use an automatic centrifugal shifting mechanism that is not remotely adjustable or programmable. Because of the nature of the two-speed transmission design, no centre differential is required, but the transmission must include a solid centre shaft that doesn't allow differential action between the front and rear drive assemblies
	A shaft-drive system with two gear-type open differentials are required. No one-ways, spools, locking "Torsion-type," or externally adjustable differentials are permitted. The gear diffs. can be tuned only with the use of silicone-based fluid. Identical F/R drive ratios are required – no F/R under-drive/overdrive permitted. A single speed mounted to a centre spool, or an included two-speed transmission are permitted. The drivetrain shall be a centre shaft system with ring and pinion gears driving the differentials. Shaft-drive only – belt driven cars are not permitted. The drive system must maintain the same features as used in the original off-road configuration except where noted, including the centre differential/two speed transmission with separate front and rear centre drive shaft's
Body	Any commercially available factory licenced replicas of ALMS, GT1 or GT2, Super GT, DTM, and V8 Supercar Cars. Any GT like body. No lightweight polycarbonate, minimum 0.9mm thickness.

Openings in the body	All wheel wells must be cut out and rear of the bodies should maintain tail lamps and cannot be completely cut out. No wedge style Bodies. All body approvals will be subject to scrutiny of the respective or collective advisory committees regarding compliance to the “spirit of the rules.” An objective evaluation shall determine the status of each submission based on the adherence to the said rule. Bodies must be factory licensed replicas of the aforementioned street or race cars, but no “race-only” bodies are permitted. Bodies based on Daytona Prototypes, or the odd Super GT cars that are not representative of a commonly available street car, are not permitted. Bodies must include full front and rear fascia’s, and conform to the rules herein that limit openings in the body for the purposes of refuelling, starting, engine tuning, and antenna holes
Wing	Bodies must be fully detailed in order to compete in competition. The body must have visible window, body panel and trim markings, and the windows must be mostly clear. Some intrusion for creative painting purposes and tinting is permitted, but the windows must be transparent.
	Rear Wing Side dam Length Maximum: TBD. Height Maximum: TBD. Chord Maximum 77mm. Width Maximum: 217 mm
Bumper	
Tank	Up to 150cc max fuel capacity,
Fuel	Max 25% nitro with an SG of 0.91 maximum.
Engine	Motor, 5-port (3.5CC max) 0.21, on or off-road based, 7mm carb. insert, internal modifications are legal. Pipes: IFMAR/EFRA List. Rubber extensions to stinger OK. No internal moving parts.
Brakes	Only standard mechanical brakes are permitted – hydraulics are not permitted. Up to two brake discs are permitted anywhere on the centre driveshaft’s. Brakes may not be located on the outboard axles.
Wheels, tires	Wheels must use a 17mm hex hub consistent with the dimensions and function of the hubs used in 1/8 off-road racing. The wheel must be affixed by a 17mm wheel nut, threaded on to the hex hub. Quick change mechanisms are not permitted. Dish wheels are not permitted. No more than 30-percent of the face of the wheel may be solid. The wheel “face” will be defined as all areas of the wheel between the mounting bead and the centre mounting hole. Tyres must be “production” tyres – hand cut tyres or those not available to the general public are not permitted. “Available” is defined as having been sold to consumers a minimum of 30 days prior to the official start of the event. Tyres must be moulded rubber – no foam tyres are permitted in any class. A controlled tyre is advised. All races must be completed on the same tyres used to start each race (qualifying and finals). Tyre changes are not permitted except when a wheel and/or tyre are determined by the race director or a EFRA official, to be damaged. Excessive tyre wear does not constitute damage
Electronics	



Technical Exclusions	No Gyro's allowed or ABS braking systems
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See website for more information the next weeks.

<http://www.ifmar2015malaysia.com/index.html>

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