Preliminary Note:

The IFMAR Executive Meeting was held in several sessions spread from Tuesday 9th Oct. to Saturday 13th Oct. 2007.

1- CONFIRMATION of personnes in attendance:

Dallas Mathiesen	IFMAR		President
Jean-Luc Retornaz	IFMAR		Secretary/Treasurer
Sander de Graaf		IFMAR	IC Section Chairman
Mike Queller		ROAR	ROAR President
Trevor Reid		FEMCA	FEMCA President
Flavio Lombardo		FAMAR	FAMAR President
Carlos Gomez		EFRA	EFRA/IFMAR Liaison Officer
Sandy Reid		FEMCA	FEMCA Secretary

2- AGENDA

The proposals received from the blocks have been presented first to the respective Section Meetings, (Electric Section in Ishikawa Japan, IC Section in Cordoba Argentina) and handled afterwards by the Executive Meeting in the following order:

- 1/10 IC Track Section
- 1/8 IC Track Section
- 1/8 IC Buggy Section
- 1/10 Electric Section

  As a result of the Electric Section meeting held in Ishikawa Japan, the proposals received have been withdrawn for further considerations. (See Electric minutes attached).
- 1/5 IC Track Section

  As a result of lack of time at the end of the week and considering that there are no 1/5 IC Track Scale World Championships next year, the proposals for the Large Scale Section have not been discussed. They will be processed at a further date.

- Truggy Rules

  At thi stage there is not a truggy section within IFMAR.
  The set of rules received from FEMCA is informative and it was agreed beetween the block representatives to work out a common set of rules.
  Indeed there are very little differences beetween the rules used for example in FEMCA and ROAR.
  AS soon as a common set is completed it willbe published on IFMAR web site.

  The set of rules attached to these minutes is the original one received from FEMCA August 2007.

3- SECTION PROPOSALS

1/10 IC Track Section

Proposed rule is new:
2.10.12
When after qualifying and the lower finals at a certain time the track still is wet and the spare day has been used the final will start even on a wet track at 15h00 hours the latest.
If due to safety reasons this final cannot be run then the qualifying results are counting for the end ranking.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 38	FAMAR				☐	☐

Proposed amendment:
2.10.12
If weather will cause the spare day to be used for the quarter finals, semifinals, or the final then the final must commence prior to 15h00 on the spare day. If any final cannot be run safely, as determined by the International Jury, then the qualifying results will be used to determine the finishing positions for that final.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	FEMCA	3		1	☒	☐

Proposed rule is new:
3.16
Formula 1 Grid Start
The grid will be painted on the track, preferable on the straight.
The invitations should specify that the formula 1 start will be used.
Two rows of numbered boxes will be located on the track with approx. 1.5 – 2 m. space between each row. On side number 1,3,5 etc on the other side 2,4,6, etc.
Number. 1 stands 2 m. in front of number 2, number 2 stands 2 m. of number 3 etc

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°39	ROAR	1	3		☐	☒

Existing rule
4.3
Marshals will be provided for all racing. No other person is allowed on the track when racing is in progress. If a car stops on the track, it will be returned to the pit area by a marshal. A penalty will be given for any violation of this rule. All marshals must wear closed shoes.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 40	ROAR				☐	☐

Proposed amendment:
4.3
- The Organizer is required to supply marshals for all finals. If the organizer cannot supply marshals for qualifying then the drivers will perform the marshalling.
- If the drivers are required to marshal then they will marshal the heat following their racing heat. Drivers in the final heat of a group will marshall the first heat of that group. Substitutes are not allowed except if the driver is physically unable and authorized by the race director.
- Marshals who are not in position one minute prior to the start of the heat will be penalized by the loss of their best qualifying time.
- The organizer must provide marshals for vacant positions for which there was no available drivers.
- The organizer must supply gloves for use by the marshals at their discretion. All marshals must wear close-toe shoes.
- The organizer must provide running marshals to allow the proper marshals to remain at their positions. Running marshals must return disabled cars to the pit area. Only marshals and authorized personnel are allowed on the track while racing is in progress.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	EFRA	4			☒	☐

Existing rule

4.4

Any infringement concerning engine, fuel tank and weight will cause disqualification from a driver's best qualifying heat or a final. The disqualified driver's position will be shown as the last position in that heat or final for the first infringement.

A second infringement concerning any one of engine, fuel tank or weight, will cause total and immediate disqualification from the entire event. The disqualified driver will be placed on the last position of the final qualifying results and/or the last position of the final positions' results and he will be noted as a disqualification.

Any infringement, other than those concerning engine, fuel tank and weight, will cause disqualification from that heat or final and the disqualified driver's position will be shown as the last position in that heat or final.

All cars must be fitted with a clutch, a braking system and an exhaust pipe that conforms to the rules.

The engine and fuel tank may be checked at any time.

The volume of the fuel tank will include all fuel piping and filters up to the carburettor. Following method of measurement will be used:

- pinch off pressure lines,
- fill the fuel tank completely,
- remove fuel pipe from the carburettor inlet,
- connect a calibrated syringe to the fuel line which has been disconnected from the carburettor and pull all the fuel into the syringe. The amount of fuel removed by the syringe will be considered as the total content of the fuel system.

Proposed rule

4.4

Only vehicles which conform to all regulations will be accepted for racing. Technical inspection will be done on Sunday and Monday. The cars will be examined and, if the car conforms to the rules, the chassis will be marked. At any time, the Race Director may ask the competitors to present their cars to the Technical Inspector.

Random inspection will occur on the start line for numbers, tyres, wings and chassis.

No race will be delayed because of non-compliance by a competitor. At the completion of each heat all cars in that heat, whether they finished or not, must be presented for technical inspection. Cars which are not presented for technical inspection at the end of a heat will be disqualified from that heat. Any race damage will be taken into account. At the end of finals, all cars will be impounded and may be inspected for engine size, fuel tank capacity, etc

Any infringement concerning engine, fuel tank and weight will cause disqualification from a driver's best ***existing*** qualifying heat or a final. The disqualified driver's position will be shown as the last position in that heat or final for the first infringement.

A second infringement concerning any one of engine, fuel tank or weight, will cause total and immediate disqualification from the entire event. The disqualified driver will be placed on the last position of the final qualifying results and/or the last position of the final positions' results and he will be noted as a disqualification.

The use of a non-homologated, modified homologated muffler will constitute disqualification from the event. The disqualified driver will be placed on the last position of the final qualifying results and/or the last position of the final positions' results and he will be noted as a disqualification.

Any infringement, other than those concerning engine, fuel tank, weight and muffler will cause disqualification from that heat or final and the disqualified driver's position will be shown as the last position in that heat or final.

All cars must be fitted with a clutch, a braking system and ***a homologated*** exhaust pipe.

The engine and fuel tank may be checked at any time.

The volume of the fuel tank will include all fuel piping and filters up to the carburettor.

Following method of measurement will be used:

- Pinch off pressure lines
- fill the fuel tank completely
- remove fuel pipe from the carburettor inlet
- connect a calibrated syringe to the fuel line which has been disconnected from the carburettor and pull all the fuel into the syringe. The amount of fuel removed by the syringe will be considered as the total content of the fuel system.

** Only one car per driver will be accepted.*

** The chassis plate and the fuel tank of each car will be marked with the competitor's number.*

** Only one chassis may be used for all qualifying heats and finals. The only exception to this rule will be in the case of a broken or bent chassis which may be changed with the Race Director's approval. The new chassis must be presented to technical inspection for marking before re-building the car.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 41	ROAR				☐	☐

Proposed amendment:

4.4

Only vehicles which conform to all regulations will be accepted for racing. Technical inspection will be done on Sunday and Monday. The cars will be examined and, if the car conforms to the rules, the chassis will be marked. At any time, the Race Director may ask the competitors to present their cars to the Technical Inspector.
Random inspection will occur on the start line for numbers, tyres, wings and chassis.

No race will be delayed because of non-compliance by a competitor. At the completion of each heat all cars in that heat, whether they finished or not, must be presented for technical inspection. Cars which are not presented for technical inspection at the end of a heat will be disqualified from that heat. Any race damage will be taken into account. At the end of finals, all cars will be impounded and may be inspected for engine size, fuel tank capacity, etc

The use of a non-homologated, modified homologated muffler will constitute disqualification from the event. The disqualified driver will be placed on the last position of the final qualifying results and/or the last position of the final positions' results and he will be noted as a disqualification.

Any *technical* infringement, other than those concerning engine, fuel tank, weight and muffler will cause disqualification from that heat or final and the disqualified driver's position will be shown as the last position in that heat or final.
All cars must be fitted with a clutch, a braking system and *a homologated* exhaust pipe.
The engine and fuel tank may be checked at any time.
The volume of the fuel tank will include all fuel piping and filters up to the carburettor.
Following method of measurement will be used:
- take off pressure lines
- fill the fuel tank completely
- remove fuel pipe from the carburettor inlet and make sure fuel line is full.
- connect an air pump to the pressure nipple and measure fuel amount with a calibrated glass. The amount of fuel pressed into the glass will be considered as the total content of the fuel system.

* Only one car per driver will be accepted.
* The chassis plate and the fuel tank of each car will be marked with the competitor's number.
* Only one chassis may be used for all qualifying heats and finals. The only exception to this rule will be in the case of a broken or bent chassis which may be changed with the Race Director's approval. The new chassis must be presented to technical inspection for marking before re-building the car.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	EFRA	4			☒	☐

Existing rule

5.4

The use of .12 engines only will be permitted. They shall be air-cooled, with front rotary valve, two stroke induction. The engines may have a maximum of four (4) ports, including the exhaust port.
No form of forced induction is allowed or any form of variable port timing.
Only glow plug ignition is allowed.
No holes in the piston and no additional holes in the liner.
The carburettor size is to be 5.50mm.
Before frequency controlled practice (starting on Thursday) in controlled heats, each competitor is allowed to have three (3) engines marked by the Technical Inspection Officer with the driver's registration
number added with a 1, 2 or 3. These three (3) engines can be used throughout the event, including
practice. They will not be sealed and can be maintained by the driver.

Proposed rule:

5.4

The engine may have a total capacity of not more than 2.11 cc. They shall be air-cooled, with front rotary valve, two-stroke induction. They engines may have e maximum of four (4) ports *in the liner*, including the exhaust port, *seen with the piston at lowest position.*
No form of forced induction is allowed. *No form of variable port timing.*
Only glow plug ignition is allowed. *One additional gap in the bottom (skirt) of the piston is allowed.*

No additional holes in the piston. *Additional slits or holes in the liner for cooling purposes are allowed as long as they do not reach the top of the piston at lowest position.*
Standard and conical glow plugs allowed.
Where ever we say hole in this rule we mean a hole that is surrounded completely by material.
The carburettor size is to be 5.50mm.

From timed practice (starting on Monday), each competitor is allowed to have three (3) engines marked by the Technical Inspection Officer with the driver's registration number added with a 1, 2 or 3. These three (3) engines can be used throughout the event, including practice. They will not be sealed and can be maintained by the driver.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 42	ROAR				☐	☐

Proposed amendment

5.4

The engine may have a total capacity of not more than 2.11 cc. They shall be air-cooled, with front rotary valve, two-stroke induction. They engines may have e maximum of four (4) ports *in the liner*, including the exhaust port, *seen with the piston at its lowest position.*

No form of forced induction is allowed. *No form of variable port timing.*

Only glow plug ignition is allowed. *The piston skirt may only be relieved for clearance of the crankshaft counterweight.*

No additional *openings* in the piston. *Additional slits or openings in the liner are allowed as long as they do not reach the top of the piston at lowest position.*

Standard or conical glow plugs allowed.

The carburettor size is to be 5.50mm.

Prior to timed practice (starting on Monday), each competitor is allowed to have three (3) engines marked by the Technical Inspection Officer with the driver's registration number added with a 1, 2 or 3. These three (3) engines can be used throughout the event, including practice. They will not be sealed and can be maintained by the driver.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	FAMAR	4			☒	☐

Existing rule

5.8

A muffler of approved double chamber design, including silencer chamber must be fitted having the following dimensions:

Tail pipe maximum internal diameter* 5.20mm.

Tail pipe minimum length 10.00mm.

The tail pipe must be oriented on or below the horizontal.

* This dimension includes a tolerance to account for manufacturing variations in commercially available tubing.

Proposed rule:

5.8.1

Homologated *mufflers with* double chamber design, including silencer chamber must be *used.*

For homologation purposes, each muffler will be tested with an engine at 40,000 rpm. The muffler may not produce more than eighty five (85) decibels measured at ten (10) metres distance and one (1) metre high. IFMAR's definition of a noise level is always final.

5.8.2 The mufflers have to bear their homologation numbers during the entire competition.

The mufflers' measurements (both internally and externally) have to conform with those on the homologation sheet issued by IFMAR.

5.8.3 Mufflers can be checked and may be cut open at the completion of a qualifying heat and/or final and checked for compliance with homologation drawings

5.8.4 Mufflers may be homologated by ROAR,EFRA, FEMCA or FAMAR up to four (4) months before the event. Mufflers homologated in the four (4) month period before the event will not be included on the IFMAR Muffler Lists for that event.

5.8.5 The IFMAR Muffler List will be published on the IFMAR Website and Organizers website two (2) months prior to the event.

5.8.6 The IFMAR Muffler list , with detailed drawings, must be available in Technical Control. Additional copies of the IFMAR Muffler and INS Box Lists must be available to each participant, if requested.

5.8.7 The outlet or tailpipe of the muffler must project horizontally or downward. No upward or vertical exhaust outlets are allowed.

Tail pipe maximum internal diameter* 5.20mm.

Tail pipe minimum length 10.00mm.

* This dimension includes a tolerance to account for manufacturing variations in commercially available tubing.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 43	FEMCA				☐	☐

Proposed amendment:
5.8.1
Homologated mufflers with double chamber design, including silencer chamber must be *used.*
For homologation purposes, each muffler will be tested with an engine at 40,000 rpm. The muffler may not produce more than eighty five (85) decibels measured at ten (10) metres distance and one (1) metre high. IFMAR's definition of a noise level is always final.
5.8.2 The muffler have to bear their homologation numbers during the entire competition.
The mufflers' measurements (both internally and externally) have to conform with those on the homologation sheet issued by IFMAR.
5.8.3 Mufflers can be checked and may be cut open at the completion of a qualifying heat
and/or final and checked for compliance with homologation drawings submitted to IFMAR.
5.8.4 Mufflers may be homologated by ROAR,EFRA, FEMCA or FAMAR up to four (4) months before the event. Mufflers homologated in the four (4) month period before the event will not be included on the IFMAR Muffler Lists for that event.
5.8.5 The IFMAR Muffler List will be published on the IFMAR website and Organizer's website two (2) months prior to the event.
5.8.6 The IFMAR Muffler list , with detailed drawings, must be available in Technical Control.
5.8.7 The outlet or tailpipe of the muffler must project horizontally or downward. No upward or vertical exhaust outlets are allowed.
Tail pipe maximum internal diameter* 5.20mm.
Tail pipe minimum length 10.00mm.
* This dimension includes a tolerance to account for manufacturing variations in
commercially available tubing.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
FEMCA	EFRA	4			☒	☐

Existing rule
5.11
Touring car (sedan) bodies, 2 and 4-door versions allowed, as raced in International Touring Car series.
No GT or Sports car bodies allowed.
A list of body shells will be prepared and issued by IFMAR following submissions from EFRA, ROAR, FEMCA and FAMAR of their approved body shell lists four (4) months prior
to the event.
This combined list will be made available by IFMAR to the organiser for inclusion in the Stage II Report. For technical inspection it is necessary that all body shells on the list can be identified by means of a manufacturer's and/or homologation number issued by a Bloc. This number must be moulded in or near the front windshield and must be visible at all times.

Proposed rule:
5.11
Bodies must be a 1:10 scale in character reproduction of touring car (sedan) 2 and 4-door vehicles that exist ore have exist, and raced in international Touring Car series
For homologation purposes, the bodies dimensions will checked according the Global Body Specifications.
Bodies may be homologated by ROAR,EFRA, FEMCA or FAMAR up to four (4) months before the event.
This combined list will be made available by IFMAR to the organiser for inclusion in the Stage II Report. For technical inspection it is necessary that all body shells on the list can be identified by means of a manufacturer's and/or homologation number issued by a Bloc. This number must be moulded in *at the right upper edge of the windscreen.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 44	ROAR				☐	☐

Proposed amendment:
5.11
Bodies must be a 1:10 scale in character reproduction of touring car (sedan) 2 and 4-door vehicles that exists ore have existed, and raced in *an* international Touring Car series
For homologation purposes, the bodies dimensions will checked according the Global Body Specifications.
Bodies may be homologated by ROAR,EFRA, FEMCA or FAMAR up to four (4) months before the event.
This combined list will be made available by IFMAR to the organiser for inclusion in the Stage II Report. For technical inspection it is necessary that all body shells on the list can be identified by means of a manufacturer's and/or homologation number issued by a Bloc. This number must be moulded in *at the lower edge of the windscreen.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	EFRA	4			☒	☐

Existing rule
5.14
Bodies are not to be cut above the lower bumper line at the front or the back or above the bottom line of the doors. Rear of the body may not be cut away higher than 45.00mm measured with a 10.00mm spacer under the chassis plate. Details of all front and rear lights, grills, air intakes and windows must be clearly contrasted from the surrounding paintwork.

Proposed rule:
5.14
Bodies are not to be cut above the lower bumper line at the front or the back or above the bottom line of the doors. Rear of the body may not be cut away higher than *50.00 mm* measured with a 10.00mm spacer under the chassis plate. Details of all front and rear lights, grills, air intakes and windows must be clearly contrasted from the surrounding paintwork.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°45	ROAR	4			☒	☐

Existing rule
5.15
Only the following air holes and sizes are permitted in the bodyshells:
One (1) cooling hole may be cut in the front windscreen only (not intruding on either the roof or bonnet) with a maximum dimension in any direction of 60.00mm.
15.00mm maximum diameter hole in the roof for glow plug access.
Both front side windows and the rear window can be removed for ventilation, except for the side rear windows, which must remain intact.
Re-fuelling hole maximum 50.00mm diameter.
Small holes can be made for the exhaust pipe, transponder and radio antenna.
No other holes are permitted.

Proposed rule:
5 15
Only the following ~~air~~ holes and sizes are permitted in the body shells.
One 1 cooling hole may be cut in the front windscreen with a maximum dimension in any dimension of 50.00mm.(not intruding on either the roof or bonnet)
Re-fuelling hole maximum diameter 50.00mm, *this hole must be the above the fuel filler cap viewed from above. Note cooling hole front windscreen and Re-fuelling hole may not be combined. Minimum distance between the holes 5.00mm.*
A hole with maximum diameter of 35.00mm is allowed just above the engine cooling head for easy glow plug access, and can not be combined with any other hole, minimum distance 5mm.
Both front side windows and the rear window can be removed for ventilation, except for the side rear windows, witch must remain intact.
Small holes can be made for the *body posts*, transponder, *carburettor adjustment* and radio antenna (Maximum diameter of 10.00mm)
The hole for the exhaust pipe must be of reasonable size.
No other holes are permitted.
If the re-fuelling hole is part of the front windscreen then that hole is to be considered also as the cooling hole with a maximum diameter of 50mm.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 46	ROAR				☐	☐

Proposed amendment:
5 15
Only the following openings and sizes are permitted in the body shells.
Only one opening may be made in the front screen with a maximum dimension of 60mm i, any direction not intruding into the roof or bonnet.
An additional opening of 5mm may be made above the fuel filler cap when viewed from above. The minimum distance between any openings is 5 mm.
An opening with a maximum diameter of 35mm is allowed just above the cooling head for easy glow plug access and cannot be combined with any other hole.
Additional non-mounting openings may be made for exhaust, transponder, radio antenna and carburettor access.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	EFRA	4			☒	☐

Existing rule
5.17
No part of the car, except the muffler outlet, may protrude outside the body shell when viewed from above.

Proposed rule:
5.17
No parts of the car except the muffler outlet may protrude outside of the body shell, when viewed from above.
No parts of the car except the antenna, body posts, transponder may protrude outside of the body shell, when viewed from the side wall

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 47	FEMCA				☐	☐

Proposed amendment:
5.17
Only the muffler outlet, antenna and body posts may protrude outside the body shell.
The shape of the exhaust pipe has to be of a straight circular rotated type. Any other shape like oval, bent or any other form that is not reproducible by a lathe is not allowed.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
FEMCA	ROAR	4			☒	☐

Existing rule
5.20
One (1) wing and one (1) spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same). Wing and spoiler must be made from a flexible material. Wing and spoiler must not be fixed to body with piano wire. Basically, they must be mounted to body directly. Wing and spoiler may not protrude outside the maximum height and width of the body (including the side dams). Rear wings must be mounted in the same place as was intended by the body manufacturer. The overhang must not exceed 10.00mm at the furthest point, to be measured from boot lid.
The height of the wing may be adjusted but the wing, including endplates must not extend higher then the roofline. Wings (excluding endplates) are to be of single moulded construction (no flat-packs/bend your own). Gurney strip (if allowed) may not exceed the width of the wing and have an edge not more than 5.00mm high. Total cord of wing, plus the strip is 55.00mm.

Proposed rule:
5.20
One (1) wing and one (1) spoiler may be mounted to any car (if the original full-size car had more, it is allowed to do the same). Wing and spoiler must be made from a flexible material. Wing and spoiler must not be fixed to body with piano wire. Basically, they must be mounted to body directly. Wing and spoiler may not protrude outside the maximum height and width of the body (including the side dams). Rear wings must be mounted in the same place as was intended by the body manufacturer. The overhang must not exceed 10.00mm at the furthest point, to be measured from boot lid.
The height of the wing may be adjusted but the wing, including endplates must not extend higher then the roofline. Wings (excluding endplates) are to be of single moulded construction (no flat-packs/bend your own). ~~*Gurney strip (if allowed) may not exceed the width of the wing and have an edge not more than 5.00mm high.*~~ *Total cord of wing is 50.00mm.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 48	FEMCA				☐	☐

Proposed amendment:
Modify Rule 5.19 with a drawing and replace chord by width.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
FEMCA	ROAR	4			☒	☐

Existing rule

5.22

Fuel: A controlled commercially available fuel containing methanol, oil lubricant and nitro methane (with a maximum of 16% measured in volume), decided by the IFMAR I.C. Executive must be used.

5.22.1 The manufacturer who was selected to supply the fuel for the previous IFMAR 1/10th I.C. 200mm World Championship event is not eligible to supply fuel for the next IFMAR 1/10th I.C. 200mm World Championship event, unless there are no other alternatives.

5.22.2 The type of fuel is decided by the IFMAR I.C. Executive, together with the race organiser (race organiser recommends three (3) types of fuel in order of preference). The race organiser has to forward the recommendations to the IFMAR I.C. Section Chairman

eight (8) months before the event. The final decision will be made six (6) months before the event by a majority vote of the IFMAR I.C. Executive and all Blocs will be notified of the decision.

5.22.3 The recommended types of fuel must be commercially available at the time of the

organiser's recommendations, (eight (8) months prior to the event) and remain available up until the final decision six (6) months prior to the event. The selected fuel must continue to be commercially available in the period from six (6) months prior to the event up until the commencement of the event.

5.22.4 An amount of $US20 will be added to each entry fee to cover the additional cost of official event fuel.

5.22.5 Practice: For practice and pit running purposes only, all competitors must be able to purchase at the event a minimum of ten (10) litres of the controlled fuel at standard

commercial rates.

5.22.6 Racing: At the commencement of official qualifying, the controlled fuel must be used for running on the track. This fuel is to be maintained by the organiser, in association with the IFMAR representative, within the controlled pit lane area. This controlled fuel must be identical to the fuel sold to the competitors for the practice period.

5.22.7 All mechanics, team managers and cars will be checked for compliance for the rules when entering the controlled pit lane, i.e. no fuel or fuel bottles and cars with empty fuel

tanks. Upon entering the pit lane, mechanics will be allowed to retrieve their fuel bottle and/or fuel gun and a 4 or 5 litre container of fuel from their heat's storage area. It is the mechanic's responsibility to transfer the fuel from the fuel container to the fuel bottle and/or the fuel gun. For longer races, i.e. finals, an IFMAR fuel representative will be in the pit lane to assign more fuel to a mechanic, if necessary.

5.22.8 At the completion of the heat/final, all fuel bottles, fuel guns and containers of fuel must be returned to their heat's storage area.

5.22.9 At no time may fuel bottles, fuel guns or containers of fuel be removed from the controlled pit area once official racing has commenced.

5.22.10 Any infringement of these rules by a mechanic/team manager/driver or any associated person will cause that driver to be excluded from the event. Further punishment to be determined by IFMAR, such as a ban from future international racing.

5.22.11 Controlled Pit lane Area: It is suggested that the organiser build this area in a way that eliminates opportunities for contact with persons outside the controlled pit lane area

Proposed rule:

5.22

Fuel used at an WC may only containing methanol, oil/lubricant and nitro methane (with a maximum of 16% measured in volume). *An IFMAR approved fuel tester, "Nitromax 16", will be available to verify the fuel's conformity.*

For those drivers having problems to ship there own fuel:

Organizer must supply 2 international brands of fuel at track site or through a shop within 10 km's of the track.

Delete Rules 5.22.1 to 5.22.11

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 49	FAMAR				☐	☐

Proposed amendment:

After EFRA has explained again the problems that this rule represents in Europe, as regards Safety Regulations, National laws and liability, it has been impossible to reach a consensus for a new wording of rules 5.22. and 5.22.1 to 5.22.11. Failing to find wording for amendment of these rules the following motion has been passed:

IFMAR Executive:

- must collect the necessary legal advices as regards implications with legal liability safety and contractual aspects.
- Present an amendment to modify the status of the USD 25.00 surcharge.
- Make a proposal through Postal Vote as soon as the above mentioned informations have been obtained.

Note: This motion applies for Section 1/8 IC Track.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
Executive Committee	ROAR	4			☒	☐

Existing rule
5.27
Not allowed:
- 4 wheel brakes.
- Liquid cooled engines.
- Hydraulic systems.
- More than two (2) servos.
- No more than 2-speed transmissions

Proposed rule:
5.27
Not allowed :
- 4 wheel brakes.
- Liquid cooled engines.
- Hydraulic systems.
- More than two (2) servos.
- No more than 2-speed transmissions.

Quick – change wheel systems are not allowed. Wheels must be fixed by a screw or nut The screw or nut installed in the wheel rims may not extend beyond the exterior of the wheel rim.
From 2009 on, INS BOX and 3 chamber muffler are mandatory

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 52	ROAR				☐	☐

Propose amendment:
5.27
Not allowed :
- 4 wheel brakes.
- Liquid cooled engines.
- Hydraulic systems.
- More than two (2) servos.
- No more than 2-speed transmissions.

Quick – change wheel systems are not allowed. Wheels must be fixed by a screw or nut The screw or nut installed in the wheel rims may not extend beyond the exterior of the wheel rim.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
Executive Committee	ROAR	4			☒	☐

-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

1/8 IC Track Section

Existing rule

5.23 Fuel:

A controlled commercially available fuel containing methanol, oil/lubricant and nitro methane (with a maximum of 25% measured in volume), decided by the IFMAR I.C. Executive, must be used.

5.23.1 The manufacturer who was selected to supply the fuel for the previous IFMAR 1/8th I.C. On-road World Championship event is not eligible to supply fuel for the next IFMAR 1/8th I.C. On-road World Championship event, unless there are no other alternatives.

5.23.2 The type of fuel is decided by the IFMAR I.C. Executive, together with the race organiser (race organiser recommends three (3) types of fuel in order of preference). The race organiser has to forward the recommendations to the IFMAR I.C. Section Chairman eight (8) months before the event. The final decision will be made six (6) months before the event by a majority vote of the IFMAR I.C. Executive and all Blocs will be notified of the decision.

5.23.3 The recommended types of fuel must be commercially available at the time of the organiser's recommendations, (eight (8) months prior to the event) and remain available up until the final decision six (6) months prior to the event. The selected fuel must continue to be commercially available in the period from six (6) months prior to the event up until the commencement of the event.

5.23.4 An amount of $US25 will be added to each entry fee to cover the additional cost of official event fuel.

5.23.5 Practice: For practice and pit running purposes only, all competitors must be able to purchase at the event a minimum of ten (10) litres of the controlled fuel at standard commercial rates.

5.23.6 Racing: At the commencement of official qualifying, the controlled fuel must be used for running on the track. This fuel is to be maintained by the organiser, in association with the IFMAR representative, within the controlled pit lane area. This controlled fuel must be identical to the fuel sold to the competitors for the practice period

5.23.7 All mechanics, team managers and cars will be checked for compliance for the rules when entering the controlled pit lane, i.e. no fuel or fuel bottles and cars with empty fuel tanks. Upon entering the pit lane, mechanics will be allowed to retrieve their fuel bottle and/or fuel gun and a 4 or 5 litre container of fuel from their heat's storage area. It is the mechanic's responsibility to transfer the fuel from the fuel container to the fuel bottle and/or the fuel gun For longer races, i.e. finals, an IFMAR fuel representative will be in the pit lane to assign more fuel to a mechanic, if necessary.

5.23.8 At the completion of the heat/final, all fuel bottles, fuel guns and containers of fuel must be returned to their heat's storage area.

5.23.9 At no time may fuel bottles, fuel guns or containers of fuel be removed from the controlled pit area once official racing has commenced.

5.23.10 Any infringement of these rules by a mechanic/team manager/driver or any associated person will cause that driver to be excluded from the event. Further punishment to be determined by IFMAR, such as a ban from future international racing.

5.23.11 Controlled Pit lane Area: It is suggested that the organiser build this area in a way that eliminates opportunities for contact with persons outside the controlled pit lane area.

Proposed rule:

5.23

Fuel used at an WC may only containing methanol, oil/lubricant and nitro methane (with a maximum of 25% measured in volume). An IFMAR approved fuel tester, "Nitromax 25", will be available to verify the fuel's conformity.

For those drivers having problems to ship there own fuel:

Organizer must supply 2 international brands of fuel at track site or through a shop within 10 km's of the track.

Any violation with fuel, which means any proof of the use of other additives as mentioned, will means 10 years of disqualification from any IFMAR event.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 53	FAMAR				☐	☐

Proposed amendment:

After EFRA has explained again the problems that this rule represents in Europe, as regards Safety Regulations, National laws and liability, it has been impossible to reach a consensus for a new wording of rules 5.23. Failing to find wording for amendment of this rule the following motion has been passed:

IFMAR Executive:

- must collect the necessary legal advices as regards implications with legal liability safety and contractual aspects.
- Present an amendment to modify the status of the USD 25.00 surcharge.
- Make a proposal through Postal Vote as soon as the above mentioned informations have been obtained.

Note: This motion applies for Section 1/10 IC Track.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
Executive Committee	ROAR	4			☒	☐

Existing rule

5.7.1

Homologated mufflers and homologated inlet noise silencer boxes (INS box) must be used. For homologation purposes, each muffler and inlet noise silencer box (INS box) will be tested with an engine at 40,000 rpm. The muffler and INS box combined may not produce more than eighty five (85) decibels measured at ten (10) metres distance and one (1) metre high. IFMAR's definition of a noise level is always final

Proposed rule:

5.7.1

Homologated mufflers and homologated inlet noise silencer boxes (INS box) must be used. *The muffler must be of a 3-chamber type. No holes are allowed in the first chamber. All gasses must pas all 3 chambers.*
The design of the separator between the 2nd and 3rd chamber is a simple washer with only one flat part. The gap of this flat part is for 1/8th mufflers max. 5mm.
No conical manifolds are allowed, inlet and outlet of the manifold max 13mm, and a minimum length of the manifold of 40mm.

The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high. IFMAR's definition of a noise level is always final.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 54	FEMCA				☐	☐

Proposed amendment:

5.7.1

Homologated mufflers and homologated inlet noise silencer boxes (INS box) must be used. *The muffler must be of a 3-chamber type. No holes are allowed in the first chamber. All gasses must pas all 3 chambers.*
The design of the separator between the 2nd and 3rd chamber is a simple washer with only one flat part. The gap of this flat part is for 1/8th mufflers max. 5mm.
The shape of the exhaust pipe has to be of a straight circular rotated type. Any other shape like oval, bent or any other form that is not reproducible by a lathe is not allowed.
The maximum noise level for a muffler with INS box is 83 dB's, measured at ten (10) metres distance and one (1) metre high. IFMAR's definition of a noise level is always final.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°54	FEMCA	4			☒	☐

Existing rule

5.1.2

Before frequency controlled practice (starting on Thursday) in controlled heats, each competitor is allowed to have three (3) engines marked by the Technical Inspection Officer with the driver's registration number added with a 1, 2 or 3. These three (3) engines can be used throughout the event, including practice. They will not be sealed and can be maintained by the driver.

Proposed rule:

5.1.2

Prior to timed practice on the Monday morning each competitor is allowed to have three (3) engines marked by the Technical Inspection Officer with the driver's registration number added with a 1, 2 or 3. These three (3) engines can be used throughout the event, including finals. They will not be sealed and can be maintained by the driver.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°55	FEMCA	4			☒	☐

Existing rule
2.14.1 TRANSMITTER IMPOUND
Transmitter impound will start on the first day of the event. All transmitters must be placed in impound upon arrival at the track.

Proposed rule:
2.14.1 TRANSMITTER IMPOUND
Transmitter impound will start on the first day of the event. All transmitters must be placed in impound upon arrival at the track.
There can be 2 different kind of transmitters;
a) Transmitters with a crystal that can be changed.
b) Transmitters on an ultra high frequency using a software decoding system that seeks for a free channel .
Both types of transmitter need to be impounded on request. B-type transmitters will not be treated different from A-type transmitters when it comes to impounding.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°56	WITHDRAWN				☐	☐

Existing rule
4.6
CAR NUMBERS AND LAP COUNTING TRANSPONDERS
Only the numbers supplied by the organiser will be used on the cars.
Each participant is responsible for attaching the lap counting transponder to his car.
During qualifying, any car starting without a lap counting transponder will not be counted. If a lap counting transponder fails or falls off during the heats, the vehicle will be timed and counted manually, if possible. In this case, the Race Director will verify the results and his decision will be final.
During the final, any car without a lap counting transponder will be counted manually by a manual back-up system. Under no circumstances will a heat or a final be re-run due to a car not having a lap counting transponder or failure of the same. This also applies to a car not having the correct numbers and placement of these numbers.

Proposed rule:
4.6
CAR NUMBERS AND LAP COUNTING TRANSPONDERS
Only the numbers supplied by the organiser will be used on the cars. *The car numbers must be minimum 50mm high.*
Each participant is responsible for attaching the lap counting transponder to his car.
During qualifying, any car starting without a lap counting transponder will not be counted. If a lap counting transponder fails or falls off during the heats, the vehicle will be timed and counted manually, if possible. In this case, the Race Director will verify the results and his decision will be final.
During the final, any car without a lap counting transponder will be counted manually by a manual back-up system. Under no circumstances will a heat or a final be re-run due to a car not having a lap counting transponder or failure of the same. This also applies to a car not having the correct numbers and placement of these numbers.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 57	ROAR				☐	☐

Proposed amendment:
4.6
CAR NUMBERS AND LAP COUNTING TRANSPONDERS
Only the numbers supplied by the organiser will be used on the cars. The height of the black numbers must be a minimum of 50 mm and placed on a white background which is 60x60 mm or 65 mm round; The style of the numbers must be an approved IFMAR font.
The location of the side numbers must be immediately in front of the rear wheels on each side. They may not be cut out.
The use of personal transponders is mandatory and any car whose transponder fails will be manually counted to the best of timekeeper's ability. The Race Director's decision is final.
Under no circumstances will a heat or a final be re-run due to a car not having a lap counting transponder or failure of the same. This also applies to a car not having the correct numbers and placement of these numbers.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	FEMCA	4			☒	☐

Existing rule
5.13 Only bodies that are recognised and approved by IFMAR will be allowed.

Proposed rule:
5.13 Only bodies that are recognised and approved by IFMAR will be allowed. *Bodies may be homologated by ROAR, EFRA, FEMCA or FAMAR up to four (4) months before the event. The combined list from the blocs will be valid for the WC event.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°58	ROAR	4			☒	☐

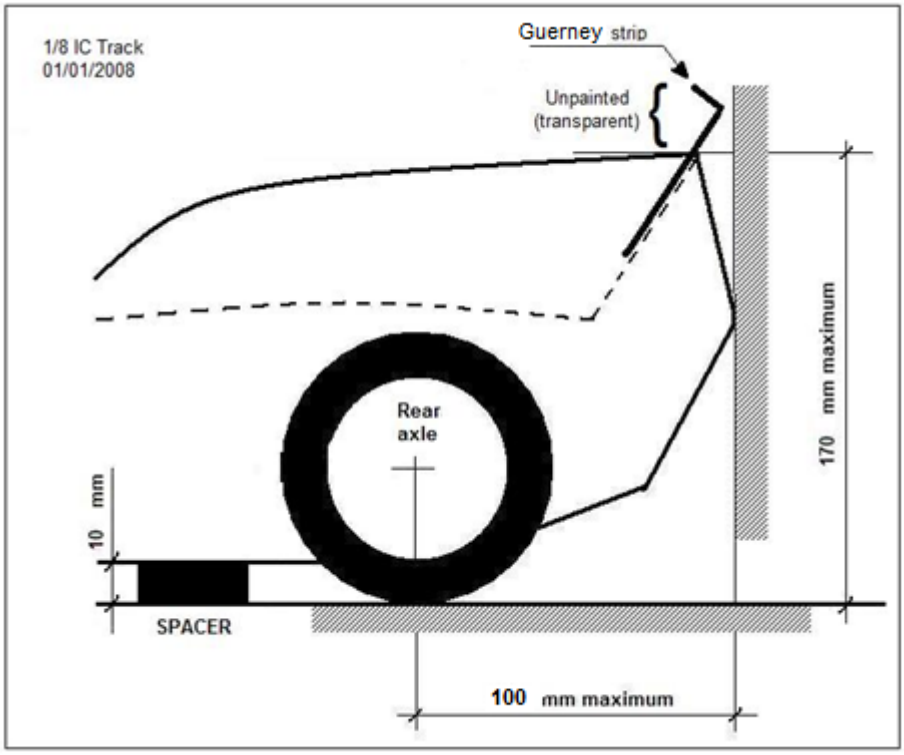
Existing rule
5.22 Spoiler/wing sizes for sports cars/prototypes:
Maximum width 267 mm/10.5 in.
Maximum length 77 mm/3.1 in.
Maximum height 191 mm/7.6 in.
Maximum angle 45 degrees

Proposed rule:
5.22 *Body*, spoiler/wing sizes for *Can Am's*/prototypes:
Overall width of body and spoiler max 267mm (measured on top).
Wings/spoiler, whether build into the body or separate, they must have an angle of minimum 30 degrees measured on the vertical line inclusive of any added aerodynamic aids. If separate, they must have a chord of no more than 77 mm.
Any added aerodynamic aids must have a chord of no more than 77 mm.
All measurements for the wing height will be taken with the chassis grounded with a 10 mm spacer.
Overall height including gurney strip max 180mm, measured with 10mm spacer
The following differences from the original are allowed;
Side dams on the model after the rear axle may not be higher than 50 mm.
Side dams from the front axle till the rear axle may have the following dimensions;
From front axle over the first 150mm, not higher than 10mm and not more than 25mm over the next 100mm.
Behind the driver the body may be adapted to suit fuel tank. Driver may be moved slightly to the front or to the left or right to avoid conflicts with tank.
Driver may not be cut because of fuel tank opening.
No cut-outs in rear spoiler to get less down-force.
Since the body is flexible and comes outside on the lower parts (due to transport etc) care must be taken with the use of body stiffeners. They can be used, but the overall max width may not be more than 277mm on the cut-out line between the 2 axles.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 58	ROAR				☐	☐

Proposed amendment:

5.22 Body, spoiler/wing sizes for Can Am's/prototypes:
Overall width of body and spoiler max 267mm (measured on top).
Wings/spoiler, whether build into the body or separate, they must have an angle of minimum 30 degrees measured on the vertical line inclusive of any added aerodynamic aids. If separate, they must have a chord of no more than 77 mm.
Any added aerodynamic aids must have a chord of no more than 77 mm.
No additional items may be fastened to the body exterior other than the rear Gurney strip.
All measurements for the wing height will be taken with the chassis is raised on 10mm blocks.
Maximum height for the body, side and rear wing is 170mm with the chassis raised on 10mm blocs. This maximum height is excluding the Guerney strip, but including it in case of a separate wing. The maximum overhang is 100mm measured from the rear axle centerpoint.
From 2011 the body height and side/rear wings will have a maximum of 160mm (on 10mm blocs).
The following differences from the original are allowed;
Side dams on the model after the rear axle may not be higher than 50 mm.
Side dams from the front axle till the rear axle may have the following dimensions;
From front axle over the first 150mm, not higher than 10mm and not more than 25mm over the next 100mm.
Behind the driver the body may be adapted to suit fuel tank. Driver may be moved slightly to the front or to the left or right to avoid conflicts with tank.
Driver may not be altered or cut out.
No cut-outs in rear spoiler to get less down-force.
If body stiffeners are used they cannot cause the body to be wider than 277mm at any point.



Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	FEMCA	4			☒	☐

Existing rule

2.10 RAIN SITUATION
The Race Director will stop the racing if it rains. If there are delays due to weather, rearrangements will be made as follows:

QUALIFYING HEATS
1 In case of the interruption of a heat, the entire heat will be re-run.
2 In the event of rain, the track must return to 100% dry conditions before racing can re-commence. The 100% dry conditions will be determined by a majority decision of the International Jury.
3 If a round of heats is started, it must be completed under the same conditions. If a round is halted due to rain or unforeseen circumstances and cannot be completed, this round will not be counted until the remaining heats in the round can be completed.
4 If weather and time permit and there is no time restriction on track use, every endeavour should be made by the Race Director to run as many of the maximum six (6) rounds of heats as possible.
5 A minimum of two (2) of the total of six (6) rounds must be completed.

CHRISTMAS TREE FINALS
1 The lower finals up to the 1/4 finals will not be interrupted due to a wet track or rain.
2 In the event of rain during the 1/4 finals, if 50% of the race has been run before the rain, the race is declared. If rain falls before 50% of the race has been run, the results will be kept from the moment of stopping which will be the previous lap when the leading car crosses the finishing line. The new start will be given for the time which remains to complete the final. The two results will be added to give the final and definite placing. If the second start cannot be given for any reason, the results from the first part will be used as the final and definite placing.
3 In the semi-finals, if 75% of the race has been run before rain commences, the race is declared. If rain falls in the first 25% of the race, a total re-run will take place. If rain falls between the 25% and 75% mark, the total of the two (2) combined legs will be added together.
4 In the event of a semi-final being interrupted in this way, the top three (3) from each semi-final will advance to the final.
5 In the event of rain falling before the 25% mark where a complete re-start is required, drivers will be allowed to undertake maintenance on their cars.
6 MAIN FINAL - If 75% of the main final has been run before rain commences,
the race is declared. In the event of the main final being interrupted by rain where the two results will be added together (i.e. after the 25% mark), drivers may make repairs, re-fuel and change tyres before the re-commencement of the main final.

Proposed rule:

2.10 RAIN SITUATION
The Race Director will stop the racing if it rains. If there are delays due to weather, rearrangements will be made as follows:

2.10.A QUALIFYING HEATS
2.10.A.1 In case of the interruption of a heat, the entire heat will be re-run.
2.10.A.2 In the event of rain, the track must return to 100% dry conditions before racing can re-commence. The 100% dry conditions will be determined by a majority
decision of the International Jury.
2.10.A.3 If a round of heats is started, it must be completed under the same conditions. If a round is halted due to rain or unforeseen circumstances and cannot be completed, this round will not be counted until the remaining heats in the round can be completed.
2.10.A.4 If weather and time permit and there is no time restriction on track use, every endeavour should be made by the Race Director to run as many of the maximum six (6) rounds of heats as possible.
2.10.A.5 A minimum of two (2) of the total of six (6) rounds must be completed.

2.10.B CHRISTMAS TREE FINALS
2.10.B .1 The lower finals up to the 1/4 finals will not be interrupted due to a wet track or rain.
2.10.B .2 In the event of rain during the 1/4 finals, if 50% of the race has been run before the rain, the race is declared. If rain falls before 50% of the race has been run, the results will be kept from the moment of stopping which will be the previous lap when the leading car crosses the finishing line. The new start will be given for the time which remains to complete the final. The two results will be added to give the final and definite placing. If the second start cannot be given for any reason, the results from the first part will be used as the final and definite placing
2.10.B .3 In the semi-finals, if 75% of the race has been run before rain commences, the race is declared. If rain falls in the first 25% of the race, a total re-run will take place. If rain falls between the 25% and 75% mark, the total of the two (2) combined legs will be added together.
2.10.B .4 In the event of a semi-final being interrupted in this way, the top three (3) from each semi-final will advance to the final.
2.10.B .5 In the event of rain falling before the 25% mark where a complete re-start is required, drivers will be allowed to undertake maintenance on their cars.

2.10.B .6 MAIN FINAL - If 75% of the main final has been run before rain commences, the race is declared. In the event of the main final being interrupted by rain where the two results will be added together (i.e. after the 25% mark), drivers may make repairs, re-fuel and change tyres before the re-commencement of the main final.
2.10.B .7 *After main final. -When after qualifying and the lower finals at a certain time the track still is wet and the spare day has been used the final will start even on a wet track at 15:00 hours the latest.*
If due to safety reasons this final cannot be run than the qualifying results are counting for the end ranking.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 58	FAMAR				☐	☐

Proposed amendment:
2.10 RAIN SITUATION
The Race Director will stop the racing if it rains. If there are delays due to weather, rearrangements will be made as follows:

2.10.A QUALIFYING HEATS
2.10.A.1 In case of the interruption of a heat, the entire heat will be re-run.
2.10.A.2 In the event of rain, the track must return to 100% dry conditions before racing can re-commence. The 100% dry conditions will be determined by a majority
decision of the International Jury.
2.10.A.3 If a round of heats is started, it must be completed under the same conditions. If a round is halted due to rain or unforeseen circumstances and cannot be completed, this round will not be counted until the remaining heats in the round can be completed.
2.10.A.4 If weather and time permit and there is no time restriction on track use, every endeavour should be made by the Race Director to run as many of the maximum six (6) rounds of heats as possible.
2.10.A.5 A minimum of two (2) of the total of six (6) rounds must be completed.

2.10.B CHRISTMAS TREE FINALS
2.10.B .1 The lower finals up to the 1/4 finals will not be interrupted due to a wet track or rain.
2.10.B .2 In the event of rain during the 1/4 finals, if 50% of the race has been run before the rain, the race is declared. If rain falls before 50% of the race has been run, the results will be kept from the moment of stopping which will be the previous lap when the leading car crosses the finishing line. The new start will be given for the time which remains to complete the final. The two results will be added to give the final and definite placing. If the second start cannot be given for any reason, the results from the first part will be used as the final and definite placing
2.10.B .3 In the semi-finals, if 75% of the race has been run before rain commences, the race is declared. If rain falls in the first 25% of the race, a total re-run will take place. If rain falls between the 25% and 75% mark, the total of the two (2) combined legs will be added together.
2.10.B .4 In the event of a semi-final being interrupted in this way, the top three (3) from each semi-final will advance to the final.
2.10.B .5 In the event of rain falling before the 25% mark where a complete re-start is required, drivers will be allowed to undertake maintenance on their cars.
2.10.B .6 MAIN FINAL - If 75% of the main final has been run before rain commences, the race is declared. In the event of the main final being interrupted by rain where the two results will be added together (i.e. after the 25% mark), drivers
may make repairs, re-fuel and change tyres before the re-commencement of the main final.
2.10.B 7 If weather will cause the spare day to be used for the quarter finals, semifinals, or the final then the final must commence prior to 15h00 on the spare day. If any final cannot be run safely, as determined by the International Jury, then the qualifying results will be used to determine the finishing positions for that final.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	FEMCA	3		1	☒	☐

Existing rule

4.4

Any infringement concerning engine, fuel tank and weight will cause disqualification from a driver's best qualifying heat or a final. The disqualified driver's position will be shown as the last position in that heat or final for the first infringement.

A second infringement concerning any one of engine, fuel tank or weight, will cause total and immediate disqualification from the entire event. The disqualified driver will be placed on the last position of the final qualifying results and/or the last position of the final positions' results and he will be noted as a disqualification.

Any infringement, other than those concerning engine, fuel tank and weight, will cause disqualification from that heat or final and the disqualified driver's position will be shown as the last position in that heat or final.

All cars must be fitted with a clutch, a braking system and an exhaust pipe that conforms to the rules.

The engine and fuel tank may be checked at any time.

The volume of the fuel tank will include all fuel piping and filters up to the carburettor. Following method of measurement will be used:

- pinch off pressure lines,
- fill the fuel tank completely,
- remove fuel pipe from the carburettor inlet,
- connect a calibrated syringe to the fuel line which has been disconnected from the carburettor and pull all the fuel into the syringe. The amount of fuel removed by the syringe will be considered as the total content of the fuel system.

Proposed rule

4.4

Only vehicles which conform to all regulations will be accepted for racing. Technical inspection will be done on Sunday and Monday. The cars will be examined and, if the car conforms to the rules, the chassis will be marked. At any time, the Race Director may ask the competitors to present their cars to the Technical Inspector.

Random inspection will occur on the start line for numbers, tyres, wings and chassis.

No race will be delayed because of non-compliance by a competitor. At the completion of each heat all cars in that heat, whether they finished or not, must be presented for technical inspection. Cars which are not presented for technical inspection at the end of a heat will be disqualified from that heat. Any race damage will be taken into account. At the end of finals, all cars will be impounded and may be inspected for engine size, fuel tank capacity, etc

Any infringement concerning engine, fuel tank and weight will cause disqualification from a driver's best ***existing*** qualifying heat or a final. The disqualified driver's position will be shown as the last position in that heat or final for the first infringement.

A second infringement concerning any one of engine, fuel tank or weight, will cause total and immediate disqualification from the entire event. The disqualified driver will be placed on the last position of the final qualifying results and/or the last position of the final positions' results and he will be noted as a disqualification.

The use of a non-homologated, modified homologated muffler will constitute disqualification from the event. The disqualified driver will be placed on the last position of the final qualifying results and/or the last position of the final positions' results and he will be noted as a disqualification.

Any infringement, other than those concerning engine, fuel tank, weight and muffler will cause disqualification from that heat or final and the disqualified driver's position will be shown as the last position in that heat or final.

All cars must be fitted with a clutch, a braking system and ***a homologated*** exhaust pipe.

The engine and fuel tank may be checked at any time.

The volume of the fuel tank will include all fuel piping and filters up to the carburettor.

Following method of measurement will be used:

- Pinch off pressure lines
- fill the fuel tank completely
- remove fuel pipe from the carburettor inlet
- connect a calibrated syringe to the fuel line which has been disconnected from the carburettor and pull all the fuel into the syringe. The amount of fuel removed by the syringe will be considered as the total content of the fuel system.

** Only one car per driver will be accepted.*

** The chassis plate and the fuel tank of each car will be marked with the competitor's number.*

** Only one chassis may be used for all qualifying heats and finals. The only exception to this rule will be in the case of a broken or bent chassis which may be changed with the Race Director's approval. The new chassis must be presented to technical inspection for marking before re-building the car.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 61	ROAR				☐	☐

Proposed amendment:

4.4

Only vehicles which conform to all regulations will be accepted for racing. Technical inspection will be done on Sunday and Monday. The cars will be examined and, if the car conforms to the rules, the chassis will be marked. At any time, the Race Director may ask the competitors to present their cars to the Technical Inspector.

Random inspection will occur on the start line for numbers, tyres, wings and chassis.

No race will be delayed because of non-compliance by a competitor. At the completion of each heat all cars in that heat, whether they finished or not, must be presented for technical inspection. Cars which are not presented for technical inspection at the end of a heat will be disqualified from that heat. Any race damage will be taken into account. At the end of finals, all cars will be impounded and may be inspected for engine size, fuel tank capacity, etc

The use of a non-homologated, modified homologated muffler will constitute disqualification from the event. The disqualified driver will be placed on the last position of the final qualifying results and/or the last position of the final positions' results and he will be noted as a disqualification.

Any *technical* infringement, other than those concerning engine, fuel tank, weight and muffler will cause disqualification from that heat or final and the disqualified driver's position will be shown as the last position in that heat or final.

All cars must be fitted with a clutch, a braking system and *a homologated* exhaust pipe.

The engine and fuel tank may be checked at any time.

The volume of the fuel tank will include all fuel piping and filters up to the carburettor.

Following method of measurement will be used:

- take off pressure lines

- fill the fuel tank completely

- remove fuel pipe from the carburettor inlet and make sure fuel line is full.

- connect an air pump to the pressure nipple and measure fuel amount with a calibrated glass. The amount of fuel pressed into the glass will be considered as the total content of the fuel system.

* Only one car per driver will be accepted.

* The chassis plate and the fuel tank of each car will be marked with the competitor's number.

* Only one chassis may be used for all qualifying heats and finals. The only exception to this rule will be in the case of a broken or bent chassis which may be changed with the Race Director's approval. The new chassis must be presented to technical inspection for marking before re-building the car.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	EFRA	4			☒	☐

Existing rule

4.3

Marshals will be provided for all racing. No other person is allowed on the track when racing is in progress. If a car stops on the track, it will be returned to the pit area by a marshal. A penalty will be given for any violation of this rule. All marshals must wear closed shoes.

Proposed rule:

4.3 MARSHALLING

Marshall's are compulsory; for the sub-finals and final will be provided by the organizing club, when the organizing club has no marshals provided for the qualifying heats, drivers must be marshalling.

Only drivers may and must marshal the heat following their own. The first heat will be marshalled by the drivers of the last heat.

Failure to provide a marshal or competent substitute will result in the loss of the driver's best qualifying time. A substitute marshal is only allowed if the driver is physically disabled or to young (< 14 years)and must be notified to the race director.

The organizer must provide a marshal for any unfilled position when previous heat had less drivers or marshal missing.

Marshall's should be posted every 30meters and supplied with gloves, visible safety jacks and/or other protection.

If a car stops on the track, it will be returned to the pit area by a running marshal. A penalty will be given for any violation of this rule. All marshals must wear closed shoes.

Other than running marshals provided by the organiser all other marshals will remain at their posts at al times during racing. No other persons, except officials are allowed on the track whilst the racing is in progress.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 62	ROAR				☐	☐

Proposed amendment:

4.3

- The Organizer is required to supply marshals for all finals. If the organizer cannot supply marshals for qualifying then the drivers will perform the marshalling.

- If the drivers are required to marshal then they will marshal the heat following their racing heat. Drivers in the final heat of a group will marshall the first heat of that group. Substitutes are not allowed except if the driver is physically unable and authorized by the race director.

- Marshals who are not in position one minute prior to the start of the heat will be penalized by the loss of their best qualifying time.

- The organizer must provide marshals for vacant positions for which there was no available drivers.

- The organizer must supply gloves for use by the marshals at their discretion. All marshals must wear close-toe shoes.

- The organizer must provide running marshals to allow the proper marshals to remain at their positions. Running marshals must return disabled cars to the pit area. Only marshals and authorized personnel are allowed on the track while racing is in progress.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	EFRA	4			☒	☐

-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-o-

1/8 IC Off Road Section

Existing rule:
2.1.e The minimum weight limit shall be 3.2kg/7.04lbs for 4WD cars.

proposed rule:
2.1.e The minimum weight limit shall be *3.00kg/6.60 lbs* for 4WD cars.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 1	WITHDRAWN				☐	☐

Existing rule
2.1.f
The car shall be measured for width by placing it on a flat base material equipped with two side rails of 150mm height. These shall be spaced 310mm apart and constructed in such a way that the car can roll freely between them. The base material must be constructed of high quality components suitably stiffened to prevent distortion. The car must roll freely between the side rails with any steer able wheels set in the straight ahead position irrespective of the compression, extension or roll angle of the suspension.

Proposed rule::
2.1.f
The car shall be measured for width by placing it on a flat base material equipped with two side rails of *120mm* height. These shall be spaced 310mm apart and constructed in such a way that the car can roll freely between them. The base material must be constructed of high quality components suitably stiffened to prevent distortion. The car must roll forward freely between the side rails with any steer able wheels set in the straight ahead position irrespective of the compression, extension or roll angle of the suspension.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 2	WITHDRAWN				☐	☐

Existing rule
2.3.c
Silencers may be homologated by ROAR, EFRA or FEMCA up to four (4) months before the event. Silencers homologated in the four (4) month period before the event will not be included on the IFMAR Approved Muffler List for that event.

Proposed rule:
2.3.c
Silencers may be homologated by ROAR, EFRA, *FAMAR* or FEMCA up to four (4) months before the event. Silencers homologated in the four (4) month period before the event will not be included on the IFMAR Approved Muffler List for that event.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 3	FEMCA	4			☒	☐

Existing rule
2.3.d
The IFMAR Approved Muffler List will be supplied to each participant with the rulebook two (2) months prior to the event.

Proposed rule:
2.3.d
The IFMAR Approved Muffler List will be *published on the IFMAR Website and Organizers website* two (2) months prior to the event

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 3	FEMCA	4			☒	☐

Existing rule
2.3.f
The first cone of all homologated mufflers may be reduced by a maximum of 8mm./0.315in. (length). The outlet pipe may have a minus tolerance of 2mm./0.078 in. (length).

Proposed rule:
2.3.f
The outlet pipe may have a minus tolerance of 2mm./0.078 in. (length).

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 5	ROAR	4			☒	☐

The proposed rule is new
2.4.c
Wheel/tyre overall diameter must be between 100 and 120 mm.

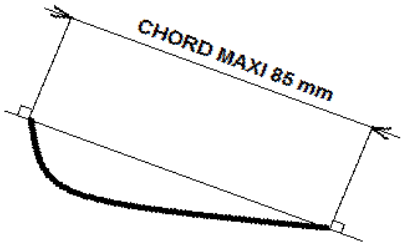
Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 6	ROAR	4			☒	☐

Existing rule
2.5.a
A wing of maximum overall size 217mm length and 77mm width may be fitted.

Proposed rule:
2.5.a
A wing of maximum overall size 217mm length and 77mm *chord* may be fitted.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 7	ROAR				☐	☐

Proposed amendment
2.5.a
A wing of maximum overall size 217mm length and 85 mm *chord* may be fitted.



Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	EFRA	4			☒	☐

Existing rule
2.6.d
Openings may be cut in the shell to allow access to fuel filler, radio switch and engine adjustment. Clearance around such items shall be kept to a minimum.

Proposed rule:
2.6.d
Openings may be cut in the shell for the antenna and the pipe ends to allow access to fuel filler, radio switch and engine adjustment, *and a maximum of a third of the wind screen to assist in cooling the engine if not already opened by the fuel filler access*. Clearance around such items shall be kept to a minimum.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 8	ROAR	4			☒	☐

Existing rule
3.1.a
The number of drivers will be decided by IFMAR (see Section 1).

Proposed rule:
3.1.a
The number of drivers will be decided by IFMAR (see Section 1), *with the exceptional allowance for this class up to a maximum of 180 drivers facilities permitting.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 9	WITHDRAWN				☐	☐

Existing rule
3.1.b
For allocation and re-allocation procedures see IFMAR General Rules (see Section 1).

Proposed rule:
3.1.b
For allocation and re-allocation procedures see IFMAR General Rules *with the following modifications: If 180 drivers are allowed each bloc will receive 7 additional spots (32+7 = 39 spots) and IFMAR will have 2 additional spots (11+2 = 13 spots)* (see Section 1).

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 10	WITHDRAWN				☐	☐

Existing rule:
3.2.a
Qualification heats shall contain a maximum of 10 drivers and shall be of ten (10) minutes duration. A maximum of fifteen (15) drivers may be allowed by IFMAR in exceptional circumstances. The order of the heats will be:

FOR 15 HEATS:

ROUND	START ORDER HEAT #
1	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15
2	4,5,6,7,8,9,10,11,12,13,14,15,1,2,3
3	7,8,9,10,11,12,13,14,15,1,2,3,4,5,6
4	10,11,12,13,14,15,1,2,3,4,5,6,7,8,9
5	13,14,15,1,2,3,4,5,6,7,8,9,10,11,12
6	15,14,13,12,11,10,9,8,7,6,5,4,3,2,1

FOR 10 HEATS:

ROUND	START ORDER HEAT #
1	1,2,3,4,5,6,7,8,9,10
2	3,4,5,6,7,8,9,10,1,2
3	5,6,7,8,9,10,1,2,3,4
4	7,8,9,10,1,2,3,4,5,6
5	9,10,1,2,3,4,5,6,7,8
6	10,9,8,7,6,5,4,3,2,1

3.2.b Each driver shall be entitled to a minimum of 6 attempts at qualification, weather permitting.
3.2.c An audible warning will be given in English language at one (1) minute and at thirty (30) seconds during the warm-up period. At the starting time, an audible and visible signal will be given for a rolling start.
3.2.d The start position should be arranged so that the master and individual clocks for all cars will be triggered correctly.
3.2.e All drivers will be entitled to participate in a final.
3.2.f The top qualifier will compete in the semi-final 'A' and will receive the Top Qualifier's trophy at the Awards' Banquet. The first four (4) drivers from each semi-final will go into the Main Final. The remaining two (2) positions in the Main Final will be taken by the next two (2) fastest drivers from either of the two (2) semi-finals. The positions in the Main Final are determined by each drivers' semi-final result. In the case of different weather conditions (dry/wet) during the semi-finals, five (5) from each semi-final will go to the Main Final.
3.2.g The 'A' series sub-finals will be composed of odd placed drivers following qualification, the 'B' series sub-finals will be composed of even placed drivers after qualification.
3.2.h All sub-finals consisting of ten (10) drivers are of twenty (20) minutes duration with the top three (3) from each sub-final progressing to the next sub-final up to and including the quarter (1/4) finals.
3.2.i No allowance for changing conditions from 'A' or 'B' sub-finals will be made.
3.2.j The main Final, consisting of 10 (ten) cars, is of sixty (60) minutes duration.

3.2.k The Race Director may authorize track repairs at his discretion. Team Managers will be informed.
3.2.l During heats and finals, a maximum of two (2) mechanics per driver and the designated Team Manager are allowed in the pits. The Team Manager must not act as a third mechanic.

Proposed rule:
3.2.a
Qualification heats shall contain a maximum of 10/12 drivers and shall be of ten (10) minutes duration. A maximum of fifteen (15) drivers may be allowed by IFMAR in exceptional circumstances. The order of the heats will be: -

FOR 15 HEATS

ROUND	START ORDER HEAT #
1	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15
2	*1,2,3,4,5,6,7,8,9,10,11,12,13,14,15*
3	*6,7,8,9,10,11,12,13,14,15,1,2,3,4,5*
4	*6,7,8,9,10,11,12,13,14,15,1,2,3,4,5*
5	*11, 12, 13,14,15,1,2,3,4,5,6,7,8,9,10*
6	*11, 12, 13,14,15,1,2,3,4,5,6,7,8,9,10*

3.2.b Each driver shall be entitled to a minimum of 6 attempts at qualification, weather permitting.
3.2.c An audible warning will be given in English language at one (1) minute and at thirty (30) seconds during the warm-up period. At the starting time, an audible and visible signal will be given for a rolling start.
3.2.d The start position should be arranged so that the master and individual clocks for all cars will be triggered correctly.
3.2.e All drivers will be entitled to participate in a final.
3.2.f The top qualifier will compete in the semi-final 'A' and will receive the Top Qualifier's trophy at the Awards' Banquet. The first *four/five(4/5)* drivers from each semi-final will go into the Main Final.
The remaining two (2) positions in the Main Final will be taken by the next two (2) fastest drivers from either of the two (2) semi-finals. The positions in the Main Final are determined by each drivers' semi-final result. In the case of different weather conditions (dry/wet) during the semi-finals, *five/six (5/6)* from each semi-final will go to the Main Final* *and their positions*.*
3.2.g The 'A' series sub-finals will be composed of odd placed drivers following qualification, the 'B' series sub-finals will be composed of even placed drivers after qualification.
3.2.h All sub-finals consisting of *ten/twelve (10/12*) drivers are of twenty (20) minutes duration *(up to 1/16 subfinals) or of thirty (30) minutes duration (from 1/8th to semifinals)* with the *top three/four (3/4*) from each sub-final progressing to the next sub-final up to and including the quarter (1/4) finals.
3.2.i No allowance for changing conditions from 'A' or 'B' sub-finals will be made.
3.2.j The main Final, consisting of *10/12 (ten/twelve)* cars, is of sixty (60) minutes duration.
3.2.k The Race Director may authorize track repairs *with the referees agreement*. Team Managers will be informed.
3.2.l During heats and finals, a maximum of two (2) mechanics per driver and the designated Team Manager are allowed in the pits. The Team Manager must not act as a third mechanic.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 11a	ROAR				☐	☐

Proposed amendment
3.2.a
Qualification heats shall contain a maximum of 10/12 drivers and shall be of ten (10) minutes duration. A maximum of fifteen (15) drivers may be allowed by IFMAR in exceptional circumstances. The order of the heats will be: -

FOR 15 HEATS:

ROUND	START ORDER HEAT #
1	1,2,3,4,5,6,7,8,9,10,11,12,13,14,15
2	*1,2,3,4,5,6,7,8,9,10,11,12,13,14,15*
3	*6,7,8,9,10,11,12,13,14,15,1,2,3,4,5*
4	*6,7,8,9,10,11,12,13,14,15,1,2,3,4,5*
5	*11, 12, 13,14,15,1,2,3,4,5,6,7,8,9,10*
6	*11, 12, 13,14,15,1,2,3,4,5,6,7,8,9,10*

FOR 10 HEATS:

ROUND	START ORDER HEAT #
1	1,2,3,4,5,6,7,8,9,10
2	3,4,5,6,7,8,9,10,1,2
3	5,6,7,8,9,10,1,2,3,4
4	7,8,9,10,1,2,3,4,5,6
5	9,10,1,2,3,4,5,6,7,8
6	10,9,8,7,6,5,4,3,2,1

3.2.b Each driver shall be entitled to a minimum of 6 attempts at qualification, weather permitting.
3.2.c An audible warning will be given in English language at one (1) minute and at thirty (30) seconds during the warm-up period. At the starting time, an audible and visible signal will be given for a rolling start.
3.2.d The start position should be arranged so that the master and individual clocks for all cars will be triggered correctly.

3.2.e All drivers will be entitled to participate in a final.
3.2.f The top qualifier will compete in the semi-final 'A' and will receive the Top Qualifier's trophy at the Awards' Banquet. The first *four/five(4/5)* drivers from each semi-final will go into the Main Final.
The remaining two (2) positions in the Main Final will be taken by the next two (2) fastest drivers from either of the two (2) semi-finals. The positions in the Main Final are determined by each drivers' semi-final result. In the case of different weather conditions (dry/wet) during the semi-finals, *five/six (5/6)* from each semi-final will go to the Main Final* *and their positions**.
3.2.g The 'A' series sub-finals will be composed of odd placed drivers following qualification, the 'B' series sub-finals will be composed of even placed drivers after qualification.
3.2.h Sub-finals consisting of *ten/twelve (10/12*) drivers are of twenty (20) minutes duration *(up to 1/16 subfinals) or of thirty (30) minutes duration (from 1/8th to semifinals)* with the *top three/four (3/4*) from each sub-final progressing to the next sub-final up to and including the quarter (1/4) finals.
3.2.i No allowance for changing conditions from 'A' or 'B' sub-finals will be made.
3.2.j The main Final, consisting of *10/12 (ten/twelve)* cars, is of sixty (60) minutes duration.
3.2.k The Race Director may authorize track *repairs or improvements with the referees agreement*. Team Managers will be informed.
3.2.l During heats and finals, a maximum of two (2) mechanics per driver and the designated Team Manager are allowed in the pits. The Team Manager *cannot* act as a third mechanic.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
FEMCA	ROAR	4			☒	☐

Existing rule

3.3 TIMED PRACTICE SYSTEM
3.3.a
The practice for drivers will only be run in the way of a three round race in qualification group order.

Proposed rule:

3.3 TIMED PRACTICE SYSTEM
3.3.a
The practice for drivers will only be run in the way of a three round race in qualification group order. *If facilities allows it, Practice Heats can include up to 15 drivers per heat.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 11b	FAMAR	4			☒	☐

Existing rule
3.3.d
For re-seeding drivers into their new qualification heats, the first fifty (50) best drivers are to be spread with common sense (countries, performance, radio frequencies etc.) over the heats 1 to 5, the next best fifty (50) in heats 6 to 10, and the remaining fifty (50) drivers in heats 11 to 15.

Proposed rule:
3.3.d
For re-seeding drivers into their new qualification heats, the first *fifty/sixty (50/60*) best drivers are to be spread with common sense (countries, performance, radio frequencies etc.) over the heats 1 to 5, the next best *fifty/sixty (50/60*) in heats 6 to 10, and the remaining *fifty/sixty (50/60*) drivers in heats 11 to 15. *Common sense to be used at all groups.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 12	FAMAR	4			☒	☐

Existing rule

3.4.a

In each round, drivers will score points based on the laps and times achieved. The maximum number of points awarded to the best driver will be equal to the total number of participants plus 5 (five).

Fastest in each round will score:	number of participants, +5 points.
2nd fastest will score:	points of fastest driver, -2 points.
3rd fastest will score:	points of 2nd fastest driver, -1 point.
	Down to last position one by one.

Proposed rule:

3.4.a

In each round, drivers will score points based on the laps and times achieved. The maximum number of points awarded to the best driver will be equal to the total number of participants ***at the event*** plus 5 (five).

Fastest in each round will score:	number of participants, +5 points.
2nd fastest will score:	points of fastest driver, -2 points.
3rd fastest will score:	points of 2nd fastest driver, -1 point.
	Down to last position one by one.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 13	ROAR	4			☒	☐

Existing rule

3.4.c.

In a case of two or more drivers having the same point score, the next best point score determines position. If still unable to resolve with the next best rounds, then the driver with the fastest laps and times in his best score will determine position.

Proposed rule:

3.4.c.

In a case of two or more drivers having the same point score, the next best point score determines position. If still unable to resolve with the next best rounds, then the driver with the fastest laps and times ***in a qualifying attempt*** will determine position.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 14	WITHDRAWN	4			☒	☐

Existing rule

3.4.d.

Out of six (6) rounds, four (4) will be added to account for the classification's ranking.

Proposed rule:

3.4.d.

Out of six (6) rounds, four (4) will be added to account for the classification's ranking. *(rule is 66.66 %, in event of different rounds completed the figure must be the closer one to the 66.66 %).*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 15a	FEMCA				☐	☐

Proposed amendment:

3.4.d.

Out of six (6) rounds, four (4) will be added to account for the classification's ranking.
Out of five (5) rounds, three (3) will be added to account for the classification's ranking.
Out of four/three (4/3) rounds, two (2) will be added to account for the classification's ranking.
Out of two/one (2/1) rounds, one (1) will be added to account for the classification's ranking.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
FEMCA	ROAR	4			☒	☐

Existing rule
3.4.e.
One hundred and fifty drivers (150) will be entitled to a sub-final.

Proposed rule:
3.4.e.
All drivers will be entitled to a sub-final.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°16	ROAR	4			☒	☐

Existing rule
3.5.c.
All sub-finals are twenty (20) minutes duration, with the top three (3) from each sub final, up to the quarter (1/4) finals, progressing to the next sub-final, and the first four (4) from each semi (1/2) final progressing to the Main Final, along with the next two (2) fastest drivers from either of the two (2) semi-finals.

Proposed rule:
3.5.c.
All sub-finals are twenty (20) minutes duration, *up to 1/8 finals, from 1/8th to semifinals all will be of thirty (30) minutes duration*, with the top three/four (3/4) from each sub final, up to the quarter (1/4) finals, progressing to the next sub-final, and the first four/five (4/5) from each semi (1/2) final progressing to the Main Final, along with the next two (2) fastest drivers from either of the two (2) semi-finals. (see also 3.2.f to 3.2.j)

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°17	ROAR	4			☒	☐

Existing rule
3.5.f
DELAYED START – As long as the starter has not called the cars to the starting line, every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi-final and the Main Final. The track shall be closed to all cars during the delay period. The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start from the back of the grid, six (6) metres/19.68 feet behind the last official grid position.

Proposed rule:
3.5.f
DELAYED START – As long as the starter has not called the cars to the starting line, every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi-final and the Main Final. The track shall be closed to all cars during the delay period. The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start from the back of the grid, six (6) metres/19.68 feet behind the last official grid position *or from pit lane after all other cars have departed.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°18	ROAR				☐	☐

Proposed amendment:
3.5.f
DELAYED START – As long as the starter has not called the cars to the starting line, every participant of the semi-finals and the final may request a delay of ten (10) minutes for repairs on his car. The delay will be granted only once for each semi-final and the Main Final. The track shall be closed to all cars during the delay period. The driver requesting the delay for whatever reason, except an error in frequencies by Race Control, must start from the back of the grid, six (6) metres/19.68 feet behind the last official grid position *or from pit lane as released by the official.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°18	ROAR	4			☒	☐

Proposed rule is new

3.5.e

Over 35 years old final. After both semi-finals and before the main final there will be an exhibition final of thirty (30) minutes for drivers older than 35 years at the moment of the race. Drivers will qualify for that race according to their result achieved in qualification, top 10/12 will have the right to compete at this final except those who have reached semi-finals.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°19	ROAR	4			☒	☐

Existing rule

3.6 CHRISTMAS TREE

A	FINAL 60 minutes	B
1st, 2nd, 3rd, 4th + *	*+ next fastest 2 drivers from either semi-final	1st, 2nd, 3rd, 4th + *
1, 3, 5, 7, 9, 11, 13	1/2 20 minutes	2, 4, 6, 8, 10, 12, 14
1st, 2nd, 3rd		1st, 2nd, 3rd
15, 17, 19, 21, 23, 25, 27	1/4 20 minutes	16, 18, 20, 22, 24, 26, 28
1st, 2nd, 3rd		1st, 2nd, 3rd
29, 31, 33, 35, 37, 39, 41	1/8 20 minutes	30, 32, 34, 36, 38, 40, 42
1st, 2nd, 3rd		1st, 2nd, 3rd
43, 45, 47, 49, 51, 53, 55	1/16 20 minutes	44, 46, 48, 50, 52, 54, 56
1st, 2nd, 3rd		1st, 2nd, 3rd
57, 59, 61, 63, 65, 67, 69	1/32 20 minutes	58, 60, 62, 64, 66, 68, 70
1st, 2nd, 3rd		1st, 2nd, 3rd
71, 73, 75, 77, 79, 81, 83	1/64 20 minutes	72, 74, 76, 78, 80, 82, 84
1st, 2nd, 3rd		1st, 2nd, 3rd
85, 87, 89, 91, 93, 95, 97	1/128 20 minutes	86, 88, 90, 92, 94, 96, 98
1st, 2nd , 3rd		1st, 2nd, 3rd
99, 101, 103, 105, 107, 109, 111	1/256 20 minutes	100, 102, 104, 106, 108, 110, 112
1st, 2nd, 3rd		1st, 2nd, 3rd
113, 115, 117, 119, 121, 123, 125	1/512 20 minutes	114, 116, 118, 120, 122, 124, 126
1st, 2nd, 3rd		1st, 2nd, 3rd
127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149	1/1024 20 minutes	128, 130, 132, 134, 136, 138, 140, 142, 144, 146, 148, 150

Proposed rule:
3.6 CHRISTMAS TREE

150 Drivers			180 Drivers	
A	B		A	B
FINALE (10 drivers)		60 mn	FINALE (12 drivers)	
1st, 2nd, 3rd, 4th + *			1st, 2nd, 3rd, 4th , 5th + *	
*+ next fastest 2 drivers from either semi-final				
1, 3, 5, 7, 9, 11, 13	2, 4, 6, 8, 10, 12, 14	1/2 30 mn	1, 3, 5, 7, 9, 11, 13, 15	2, 4, 6, 8, 10, 12, 14, 16
1st, 2nd, 3rd			1st, 2nd, 3rd ,4th	
15, 17, 19, 21, 23, 25, 27	16, 18, 20, 22, 24, 26, 28	1/4 30 mn	17, 19, 21, 23, 25, 27, 29, 31	18, 20, 22, 24, 26, 28, 30, 32
1st, 2nd, 3rd			1st, 2nd, 3rd ,4th	
29, 31, 33, 35, 37, 39, 41	30, 32, 34, 36, 38, 40, 42	1/8 30 mn	33, 35, 37, 39, 41, 43, 45, 47	34, 36, 38, 40, 42, 44, 46, 48
1st, 2nd, 3rd			1st, 2nd, 3rd ,4th	
43, 45, 47, 49, 51, 53, 55	44, 46, 48, 50, 52, 54, 56	1/16 20 mn	49, 51, 53, 55, 57, 59, 61, 63	50, 52, 54, 56, 58, 60, 62, 64
1st, 2nd, 3rd			1st, 2nd, 3rd ,4th	
57, 59, 61, 63, 65, 67, 69	58, 60, 62, 64, 66, 68, 70	1/32 20 mn	65, 67, 69, 71, 73, 75, 77, 79	66, 68, 70, 72, 74, 76, 78, 80
1st, 2nd, 3rd			1st, 2nd, 3rd ,4th	
71, 73, 75, 77, 79, 81, 83	72, 74, 76, 78, 80, 82, 84	1/64 20 mn	81, 83, 85, 87, 89, 91, 93, 95	82, 84, 86, 88, 90, 92, 94, 96
1st, 2nd, 3rd			1st, 2nd, 3rd ,4th	
85, 87, 89, 91, 93, 95, 97	86, 88, 90, 92, 94, 96, 98	1/128 20 mn	97, 99, 101, 103, 105, 107, 109, 111	98, 100, 102, 104, 106, 108, 110, 112
1st, 2nd, 3rd			1st, 2nd, 3rd ,4th	
99, 101, 103, 105, 107, 109, 111	100, 102, 104, 106, 108, 110, 112	1/256 20 mn	113, 115, 117, 119, 121, 123, 125, 127,	114, 116, 118, 120, 122, 124, 126, 128,
1st, 2nd, 3rd			1st, 2nd, 3rd ,4th	
113, 115, 117, 119, 121, 123, 125	114, 116, 118, 120, 122, 124, 126	1/512 20 mn	129, 131, 133, 135, 137, 139, 141, 143	130, 132, 134, 136, 138, 140, 142, 144
1st, 2nd, 3rd			1st, 2nd, 3rd ,4th	
127, 129, 131, 133, 135, 137, 139	128, 130, 132, 134, 136, 138, 140	1/1024 20 mn	145, 147, 149, 451, 153, 155, 157, 159	146, 148, 150, 152, 154, 156, 158, 160
1st, 2nd, 3rd			1st, 2nd, 3rd ,4th	
141, 143, 145, 147, 149	142, 144, 146, 148, 150	1/2048 20 mn	161, 163, 165, 167, 169, 171, 173, 175, 177, 179	162, 164, 166, 168, 171, 172, 174, 176, 178, 180

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°20	ROAR	4			☒	☐

Existing rule

3.7.a

Details of the timetable for the overall event with specific details on practice, qualifying and finals has to be included in the Status Report for the consideration of the IFMAR I.C. Section Executive (see General Rules). The event will be held over seven (7) days as follows:

Monday:	Registration and Technical Inspection
	Practice in afternoon – not used for re-seeding
	Team Managers' Meeting
Tuesday:	2 Rounds of Timed Practice (see Rule 3.3)
	Opening Ceremony at conclusion of Timed Practice
Wednesday:	1st and 2nd Rounds of Qualifying Heats
Thursday:	3rd and 4th Rounds of Qualifying Heats
Friday:	5th and 6th Rounds of Qualifying Heats
Saturday:	1/1024 A and B Finals to 1/16 A and B Finals
Sunday:	1/8 A and B Finals, ¼ A and B Finals
	Semi-Finals Practice
	Semi-Finals A and B
	Main Final
	Prize Presentation on Drivers' Rostrum
	Awards' Banquet in evening.

Proposed rule:

3.7.a

Details of the timetable for the overall event with specific details on practice, qualifying and finals has to be included in the Status Report for the consideration of the IFMAR I.C. Section Executive (see General Rules). The event will be held over seven (7) days as follows:

Sunday	*Registration*
Monday:	*Final* Registration and Technical Inspection
	Practice in afternoon – not used for re-seeding
	Team Managers' Meeting
Tuesday:	2 Rounds of Timed Practice (see Rule 3.3)
	Opening Ceremony at conclusion of Timed Practice
Wednesday:	1st and 2nd Rounds of Qualifying Heats
Thursday:	3rd and 4th Rounds of Qualifying Heats
Friday:	5th and 6th Rounds of Qualifying Heats
Saturday:	*Lower A & B sub finals up to 1/16 A and B 20 minutes each.*
Sunday:	1/8 A and B Finals, ¼ A and B Finals. *30 minutes each.*
	Semi-Finals Practice. *10 minutes each.*
	Semi-Finals A and B. *30 minutes each.*
	Exhibition final for +35 drivers 30 minutes.
	Main Final *60 minutes duration*
	Prize Presentation on Drivers' Rostrum
	Awards' Banquet in evening.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°21	ROAR	4			☒	☐

Existing rule

3.8.b

The drivers' rostrum must accommodate ten (10) drivers with a minimum of 80cm space for each driver and if fifteen (15) driver heats have been approved by IFMAR, the drivers' stand must be altered to accommodate fifteen (15) drivers with a minimum of 80cm space for each driver. The width of the rostrum must be a minimum of 1.25 meters. Height of the rostrum-floor to be between two (2) and three (3) meters. Access to the rostrum must be by a solid stair, with a minimum width of 1.2 meters. A strong parapet is mandatory. The rostrum must be protected against bad weather or sunshine.

Mechanic must be positioned under his driver's position. During finals, positions will be selected by drivers in order of qualifying position, i.e. No. 1 qualifier has first choice, No. 2 qualifier has second choice, etc.

Proposed rule:
3.8.b
The drivers' rostrum must accommodate *ten/twelve (10/12)* drivers with a minimum of 80cm space for each driver and if fifteen (15) driver heats have been approved by IFMAR, the drivers' stand must be altered to accommodate fifteen (15) drivers with a minimum of 80cm space for each driver. The width of the rostrum must be a minimum of 1.25 meters. Height of the rostrum-floor to be between two (2) and three (3) meters. Access to the rostrum must be by a solid stair, with a minimum width of 1.2 meters. A strong parapet is mandatory. The rostrum must be protected against bad weather or sunshine.
Mechanic must be positioned under his driver's position. During finals, positions will be selected by drivers in order of qualifying position, i.e. No. 1 qualifier has first choice, No. 2 qualifier has second choice, etc.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°22		4			☒	☐

Existing rule
3.8.d
The transmitter impound must be close to, or if possible, on the rostrum. Transmitters must be protected against bad weather and sun and should be stored in a safe way.

Proposed rule to read:
3.8.d
~~The transmitter impound must be close to, or if possible, on the rostrum. Transmitters must be protected against bad weather and sun and should be stored in a safe way.~~ ~~*All transmitters must be impounded, except the ones in correspondent use, while race is in progress*~~,

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°23	WITHDRAWN				☐	☐

Proposed rule is new
Proposed rule to read:
3.8.j
Power to charge batteries and use powered handtoolstools must be available with at least 1 connection per each 6 participants

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°24	FEMCA	4			☐	☐

Proposed rule is new
Proposed rule:
3.9.j
~~*All non authorized people will have to leave the track area when the call "1 minute to the start" is given. Press and media will be informed of that rule by the organizer when obtaining their press pass*~~

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°25	WITHDRAWN				☐	☐

Existing rule
3.10.r
Significant stops (refuelling, tyre changes, crashes, etc.) will be noted with times of stop and restart. This record might not include every incident, however, its intent is to verify incidents, whenever possible.
AMB lap counting system or IFMAR approved equivalent must be used in duplicate.

Proposed rule:
3.10.r
AMB lap counting system or IFMAR approved equivalent must be used in duplicate.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°26	ROAR	4			☒	☐

Existing rule
3.19.e
Marshals are compulsory and will be provided by the organiser. They must be experienced and supplied with gloves or other protection. No drivers or mechanics will be allowed as marshals. One marshal should be posted every thirty (30) metres. Other than running marshals all other marshals shall remain at their posts at all times during racing. No other person is allowed on the track whilst racing is in progress. Marshals must be rotated from point to point between heats to minimise boredom.
It is preferable that marshals are fourteen (14) years of age or over.

Proposed rule:
3.19.e
Unless the hosting club does not provide Marshals, Marshalling during practice and qualifying is done by the participating drivers, who would marshal the race after their own and so on. For finals large teams will provide the most marshals (maximum 3 marshals) smaller teams 1 and very small ones none (but may volunteer to help). The marshals will be on designated points marked by their country names. Team managers will ensure that these points are covered at all times by drivers.
Failure to provide a marshal or competent substitute will result in the loss of the driver's best qualifying time. A substitute marshal is only allowed if the driver is physically disabled and must be notified to the race director.
The organizer must provide a marshal for any unfilled position when previous heat had less drivers or marshal missing.
One marshal should be posted every thirty (30) meters. Other than running marshals all other marshals shall remain at their posts at all times during racing. No other person is allowed on the track whilst racing is in progress.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°27	ROAR				☐	☐

Proposed amendment:
3.19.e
- The organizer is required to supply marshals for all finals.
- If organizer cannot supply marshals for qualifying then the drivers will perform marshalling.
- If the drivers are required to marshal then they will marshal the heat following their racing heat.
- Drivers in the final heat of that group will marshal the first heat of that group.
- Drivers who bumped up from the previous final are not required to marshal.
- Substitutes are not allowed except if the driver is physically unable and authorized by the Race Director.
- Marshals who are not in position one minute prior to start of the heat will be penalized by the loss of their best qualifying time.
- The organizer must provide:
  - Marshals for vacant positions for which there are no available driver.
  - Gloves for use by the marshals at their discretion. All marshals must wear closed toe shoes.
  - Running marshals to allow the proper marshals to remain at their position.

- Running marshals must return disabled cars to the pit area.
- Only marshals and authorized personnel are allowed on the track while race is in progress.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	FEMCA	2	1	1	☒	☐

Existing rule
3.24.a
The Race Director may only change the composition of a heat when there is a serious and obvious problem that cannot be solved otherwise.

Proposed rule:
3.24.a
The arrangement of the heats will be done subject to frequencies and common sense by spreading the top 50/60 drivers in the first 5 heats with a maximum of 4 drivers of the same nation in each heat. The first 5 drivers take 1st place in the first 5 heats, next 5 in the second place and so on. Use this system to include 150/180 drivers and avoid small teams being placed in the same or consecutive heats.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°28	FAMAR	4			☒	☐

Existing rule
3.25.a
Drivers' registration must take place on the day prior to the race.

Proposed rule:
3.25.a
Drivers' registration must take place on the day prior to the race *and on the morning of the first day until 12:00.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°29	ROAR	4			☒	☐

Existing rule
3.25.b
IFMAR may authorize later registration at their discretion.

Proposed rule:
3.25.b
IFMAR may authorize later registration ~~*at their discretion*~~ *if Team manager or Block Representative announces of a late show of the driver. If a driver has not registered by midday of the fist day of the event then his place will be reallocated except if such announce has been given.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°30	FEMCA				☐	☐

Proposed amendment
3.25.b
IFMAR may authorize later registration as requested by Team Managers or Block Representatives. *If a driver has not registered by midday of the first day of the event then his place can be reallocated except if such notification has been given.*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
FEMCA	ROAR	4			☒	☐

Existing rule
3.27.a
Transmitters must be constructed in such a manner that the crystal can be changed. All competitors must have at least two (2) alternative frequencies available to that registered during registration. Prior to the commencement of his heat, sub-final or final, a driver may go into the pit with his transmitter for the sole purpose of checking or repairing his radio equipment.

Proposed rule:
3.27.a
Transmitters must be constructed in such a manner that the crystal can be changed. All competitors must have at least two (2) alternative frequencies available to that registered during registration. ~~*Prior to the commencement of his heat, sub-final or final, a driver may go into the pit with his transmitter for the sole purpose of checking or repairing his radio equipment*~~. *During his heat or final a driver can descent of the rostrum with his radio if the Race Director authorizes it during the Team Managers meeting*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°31	ROAR				☐	☐

Proposed amendment
3.27.a
Transmitters must be constructed in such a manner that the crystal can be changed. All competitors must have at least two (2) alternative frequencies available to that registered during registration. *During his heat or final a driver can only come down from the rostrum to the pit with his radio if the Race Director previously authorizes it during the Team Managers meeting*

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
ROAR	EFRA	4			☒	☐

Existing rule

3.28.h All cars of finalists go into a 'Parc Ferme' immediately after the finish of the race and are inspected. Cars must remain with the officials and be untouched by drivers or mechanics. Any race distortion must be ignored. Inspection be on at least: engine, tank capacity, chassis (dimensions).

Proposed rule:

3.28.h All cars of *semi-finalists and* finalists go into a 'Parc Ferme' immediately after the finish of *their* race and are inspected. Cars must remain with the officials and be untouched by drivers or mechanics. Any race distortion must be ignored. Inspection be on at least: engine, tank capacity, chassis (dimensions).
Cars of both Semi-finals will be released at the same time to give equal time to the mechanics for preparation of the main final.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°32	FEMCA	4			☒	☐

Proposed rule is new

Proposed rule:
3.31.o
Failure to marshal, penalty will be the loose of the best result.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°33	WITHDRAWN				☐	☐

Existing rule

4.4 MAINTENANCE
The track surface may only be repaired at the end of qualifying.
Repairs may be made, at any time, with the concurrence of the Race Director and the International Jury.

Proposed rule:

4.4 MAINTENANCE
The track surface may only be repaired at the end of qualifying.
Repairs may be made, at any time, with the concurrence of the Race Director and *the Referees*.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°34	FAMAR				☐	☐

Proposed amendment:
4.4 MAINTENANCE
The track surface may only be repaired at the end of qualifying.
Repairs *or improvements* may be made, at any time, with the concurrence of the Race Director and *the Referees*.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
FAMAR	EFRA	4			☒	☐

Proposed rule is new

Proposed rule:

OTHER TRACK SPECIFICATIONS
4.5 A pit lane must be provided that has a convenient and safe entrance and exit to and from the racing surface. It must be separated from the racing surface by a secure barrier of the same specifications as the inner barriers for the class of cars being raced. There must be a second barrier of at least the same specifications of the outer barrier between the pit lane and the working pit areas. The design of the pit lane entrance and exit must be done to prevent high speed racing in the pit-lane.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°35	ROAR	4			☒	☐

Proposed rule is new

Proposed rule:
4.5.2
All refuelling, repairing, or servicing of cars must be done with the vehicle fully behind the barrier between the pit lane and the working pit area, and not in or over the pit lane. Cars may be placed on top of the exterior pit walls for servicing provided the wall has been designed so that the car is secure and stable.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°36	ROAR	4			☒	☐

Existing rule

Proposed rule:
4.5.3
An engine testing/tuning area will be provided at a reasonable distance , away from the pit tables.
No engine to be started in the pit tables area.

Proposed	Seconded	FOR	AGAINST	ABS	Passed	Not passed
EFRA N°37	ROAR	4			☒	☐

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Electric Section

MEETING MINUTES
2007 IFMAR ELECTRIC OFF-ROAD SECTION MEETING
ICHIRINO, JAPAN
Friday, 14 September 2007 17:30

ATTENDEES

IFMAR Representatives
Dallas Mathiesen, President — Kenny Bergschultz, Electric Section Chairman

Bloc Representatives
Masaak Inirosaka, FEMCA — Lim Peng, FEMCA Event Referee
Paul Worsley, EFRA — Jaco Van Eeden, FAMAR
ROAR Not Present

Attendees
Masanori Mitsuhashi, JMRCA/FEMCA — Atushi Hasegawa, JMRCA/FEMCA
Mitsuo Yoshimaru, KYOSHO/FEMCA — Wilson Chong, Speed Passion
Gil Losi, ROAR — Oscar Jansen, EFRA
Kiyo Suzuki, Tamiya — Reto Koenig, EFRA/LRP
Juergen Lautenbach, EFRA/LRP — Akihiko Yoshimura, EFRA
K. Kobeyashi, JMRCA/FEMCA — Yuta Koike, JMRCA/EFRA
Derek Buono, ROAR

1. WELCOME
Kenny Bergschultz welcomed all attendees to the meeting. Kenny designated the meeting as non-voting meeting as only two of the four Blocs represented by designated voting represntatives.

2. RECOGNITION of IFMAR Executive Committee
Mr. Dallas Mathiesen and Kenny Bergschultz were introduced as the IFMAR representatives for the section meeting.

3. RECOGNITION of each Bloc's IFMAR Representative
Kenny introduced Mr. Inirosaka (FEMCA), Mr. Lim (FEMCA Referee), Mr. Worsley (EFRA), and Mr. Van Eeden (FAMAR) as the Bloc representatives.

4. CONFIRMATION of persons in attendance (sign-in sheet).
Attendance sheet was passed around and completed. All those in attendance are listed above.

5. APOLOGIES (if any)
No apologies provided or required.

6. ACCEPTANCE OF MINUTES of 2005 IFMAR Electric Off-Road Section Meeting
The meeting minutes from the 2006 IFMAR Electric Section meeting held in Collegno, Italy on July 7, 2006 were reviewed and approved a printed.

7. MATTERS ARISING from Minutes
No matters from 2006 IFMAR Electric Section meeting minutes.

8. GENERAL DISCUSSIONS
a. Battery Homologation Process (off-road and on-road), IFMAR Section Chairman

Battery homologation process for the 2007 WC was fine. Kenny raised the suggestion for streamlined process on creating an approval list based upon batteries Bloc approved lists. It was felt that based upon the different approval periods and sizing, the IFMAR homologation process
should be maintained as current. It was suggested that in future IFMAR consider an availability verification date that batteries as submitted are readily available, if not remove the approved cell from the list and place the manufacturer on probation.

b. Motor Homologation Process, (off-road and on-road) IFMAR Section Chairman Motor homologation process for the 2007 WC was fine. Kenny suggested also approving motors based upon those listed on each Bloc's approved motor list and meeting IFMAR requirements for dimensions. It was decided, similar to the battery homologation, that one entity should approve and verify motors.

c. Proposal Review and Discussion
A total of 14 proposals were presented by EFRA for consideration prior to this meeting (EFRA N63, N64a, N65, N66, N67, N70, N71, N72, N73, N74, N75, N76, N77, and N78. The proposals were discussed openly. Top discussions are listed below.

Primary concerns were the application of 5 cells verses 6 cells for touring cars (EFRA N64a). Discussion lead that electronics and cars are lasting longer but no real explanation as to why it is needed.

EFRA N65 also provided discussion to force 12th scale onto carpet with the option of ISTC running on asphalt or carpet as well. To accommodate these classes and running surfaces it each class may be considered to be run at different venues but managed by the same host teams. This proposal was generally accepted in theory.

EFRA N75 defines maximum battery standards based upon upcoming EFRA rules and international standards. General discussion is to maintain the current IFMAR maximum dimension during homologation with allowable 1 mm increase for charging, matching and cycling.
The proposals as presented were not put to a vote (2 of 4 member Blocs present). The proposals have been asked to be modified by EFRA (Paul Worsley) based upon discussions today. The proposals will be managed by IFMAR procedures and not voted upon at the AGM in Cordoba, Argentina.

Those present were reminded to work through their respective Blocs for further comments on these proposals.

d. New Business
No new business presented.

Meeting minutes respectfully submitted by:
Kenny Bergschultz
IFMAR Electric Section Chairman
2007 electric offroad section mtg 091407

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1/5 IC Track Section

Due to lack of time and considering that the next IFMAR WC's for that class will be held in 2009, the proposals received have not been processed.
The Executive Committee will process them at a forthcoming event.
These proposals are attached to these minutes for informations purposes only.

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Original FEMCA proposal received August 2007

Truggy Draft Rules Rev1. 19 July

2.1.a Overall length Max 625mm
2.1.b Overall width – Min 350mm maximum 450mm
2.1.c Wheelbase – Min 300mm maximum 400mm.

2.1.d Minimum body height to centre line of the roof top shall be no less than 185 mm with the chassis firmly seated on 50mm blocks

2.1.e Overall Maximum height - measured from the ground including roll bar and wing or parts of will with the chassis firmly seated on 50mm blocks not exceed the 250mm. (this measurement does not include the receiver aerial).

2.1.f The minimum weight limit with an empty fuel tank shall be 4200 gram.

2.1.g The car shall be measured for width by placing it on a flat base material equipped with two side rails of 150mm height. These shall be spaced 450mm apart and constructed in such a way that the car can roll freely between them. The base material must be constructed of high quality components suitably stiffened to prevent distortion. The car must roll freely between the side rails with any steer able wheels set in the straight ahead position irrespective of the compression, extension or roll angle of the suspension.
2.1.h The car shall be measured for length and height in a similarly constructed box of internal dimension 625mm x 450mm, which includes provision for checking the minimum and maximum heights.
2.1.i The measurement of the wheelbase may be made by simple measure of axle centre distances with the suspension in any position. The Race Director should be prepared to make more exact checks in cases of doubt or protest. it is then suggested that the wheels are removed and the wheel spindles are firmly placed on V-blocks whilst accurate measurements are made.

2.1.j It is the responsibility of the drivers to ensure that his/her car complies with the regulations at all times that it is on the track and the race organizer may check any car for compliance with the regulations at any time during the race meeting.

2.1.k If a car is found to exceed the limits of dimensions on checking immediately after a race, positive proof of race damage may prevent disqualification.

2.1.k During technical inspection only the driver, one mechanic and the team manager are entitled to be present in addition to Race Officials.

2.2. ENGINES
2.2.a Internal combustion engines of not more than 5 ports not including the exhaust ports, and shall not exceed 0.28 cubic inches with carburetor intake of no more than 9mm Diameter.
No tolerance allowed.

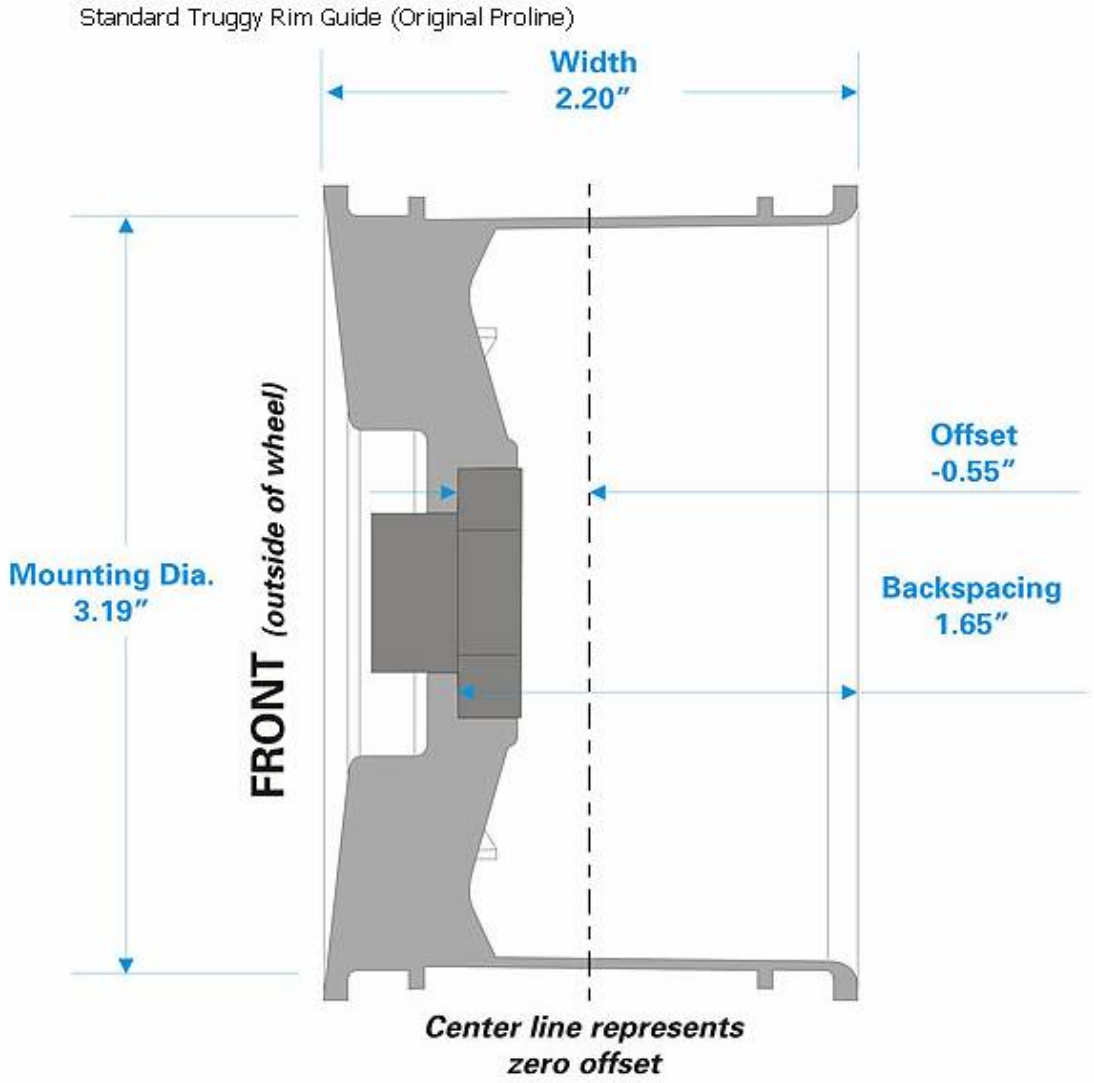
2.2.b The fuel tank, including filter and fuel pipes up to the carburetor may hold a maximum of 150 milliliters. No loose inserts allowed. Any tank found to be illegal (over 150 milliliters) after a heat or final shall be removed from the car and inspected for a second time after an initial 'cool down' period of fifteen (15) minutes. This 'cool down' period is only necessary in the case of temperatures above 20 degrees C/68 degrees F. Only IFMAR approved measuring equipment to be used.

2.2.c All cars will be fitted with brakes and clutch in such a manner as that the car can be held stationary whilst the engine is running.

2.3. SILENCER
2.3.a Only IFMAR homologated silencers are allowed of a 3-chamber design.

2.3.b The silencers used on the car shall bear their homologation number during the entire championship and their measurements must conform with those on the homologation sheet issued by IFMAR.
2.3.c Silencers may be homologated by ROAR, EFRA or FEMCA up to four (4) months before the event. Silencers homologated in the four (4) month period before the event will not be included on the IFMAR Approved Muffler List for that event.
2.3.d The IFMAR Approved Muffler List will be supplied to each participant with the rulebook two (2) months prior to the event.
2.3.e The IFMAR Approved Muffler List with detailed drawings must be available in Technical Control. Additional copies of the IFMAR Approved Muffler List must be available to each participant, if requested.
2.3.f The first cone of all homologated mufflers may be reduced by a maximum of 8mm./0.315in. (length). The outlet pipe may have a minus tolerance of 2mm./0.078in. (length).

2.4. TYRES & RIMS
2.4.a All tires must be black with the exception of side wall lettering to fit std rims as shown in diagram. With a Min 135mm Dia
2.4.b No spikes, tubes or additional items intended to increase traction may be either glued to the outside of tires or passed through tires from the inside.
2.4.c Only standard sized rims with a 17mm hex drive (Manufactures tolerance of 1.5%) are to be used. Rims and tires to be based on the original concept of a Truggy rim example showing a std rim. Only the hub offset is put free. I.e. any tire from any manufacturer will fit the STD rim as supplied with a kit.



2.5 WINGS
2.5.a A wing of maximum overall size 217mm width and 77mm chord may be fitted. Side dams are allowed with a maximum dimension of 61 x 92 mm

2.6. APPEARANCE
2.6.a Cars shall be a reasonable representation of the style of a 2wd or 4wd Off Road Stadium / Arena racing Truck
2.6.b Where a roll-cage is fitted this must remain inside the body.
2.6.c Openings may be cut in the shell to facilitate the engine, exhaust outlet and aerial and also access to fuel filler, radio switch and engine adjustment. Clearance around such items shall be kept to a minimum.
2.6.d A Cooling / refueling opening of not more than 50% of the front windscreen is also allowed.
2.6.e Side Widows cut outs are allowed but may not extend past the bodies window mould lines.

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Existing rule

2.9 FINALS

All sub-finals and final consist of ten (l0) drivers or if IFMAR approval is granted, up to a maximum of fifteen (15) if the track and facilities permit. The number of drivers in the "Christmas Tree" finals must be published in the Stage II Report.

"Christmas Tree" System for 150 entries (10 drivers)

A leg	FINAL 1,2,3,4 60 minutes	B leg
1st, 2nd + ***		1st, 2nd + ***
5, 7, 9, 11, 13, 15, 17	1/2 30 minutes	6, 8, 10, 12, 14, 16, 18
1st, 2nd + **		1st, 2nd, + **
19, 21, 23, 25, 27, 29, 31	1/4 30 minutes	20, 22, 24, 26, 28, 30, 32
1st, 2nd, 3rd *		1st, 2nd, 3rd *
33, 35, 37, 39, 41, 43, 45	1/8 20 minutes	34, 36, 38, 40, 42, 44, 46
1st, 2nd, 3rd *		1st, 2nd, 3rd *
47, 49, 51, 53, 55, 57, 59	1/16 20 minutes	48, 50, 52, 54, 56, 58, 60
1st, 2nd, 3rd *		1st, 2nd, 3rd *
61, 63, 65, 67, 69, 71, 73	1/32 20 minutes	62, 64, 66, 68, 70, 72, 74
1st, 2nd, 3rd *		1st, 2nd, 3rd *
75, 77, 79, 81, 83, 85, 87	1/64 20 minutes	76, 78, 80, 82, 84, 86, 88
1st, 2nd, 3rd *		1st, 2nd, 3rd *
89, 91, 93, 95, 97, 99, 101	1/128 20 minutes	90, 92, 94, 96, 98, 100, 102
1st, 2nd , 3rd *		1st, 2nd, 3rd *
103, 105, 107, 109, 111, 113, 115	1/256 20 minutes	104, 106, 108, 110, 112, 114, 116
1st, 2nd, 3rd *		1st, 2nd, 3rd *
117, 119, 121, 123, 125, 127, 129	1/512 20 minutes	118, 120, 122, 124, 126, 128, 130
1st, 2nd, 3rd *		1st, 2nd, 3rd *
131, 133, 135, 137, 139, 141, 143, 145, 147, 149	1/1024 20 minutes	132, 134, 136, 138, 140, 142, 144, 146, 148, 150

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Proposed rule

2.9 FINALS

All sub-finals and final consist of ten (l0) drivers or if IFMAR approval is granted, up to a maximum of fifteen (15) if the track and facilities permit. The number of drivers in the "Christmas Tree" finals must be published in the Stage II Report.

"Christmas Tree" System for 150 entries (10 drivers/***12 in first final***))

A leg	FINAL 60 minutes	B leg
1st, 2nd, ***3rd, 4th*** + ***		1st, 2nd, ***3rd, 4th + ******
1,3, 5, 7, 9, 11, 13,	1/2 30 minutes	***2, 4***, 6, 8, 10, 12, 14,
1st, 2nd + **		1st, 2nd, + **
15, 17, 19, 21, 23, 25, 27,	1/4 30 minutes	***16, 18***, 20, 22, 24, 26, 28,
1st, 2nd, 3rd *		1st, 2nd, 3rd *
29, 31, 33, 35, 37, 39, 41,	1/8 20 minutes	***30, 32***, 34, 36, 38, 40, 42,
1st, 2nd, 3rd *		1st, 2nd, 3rd *
43, 45, 47, 49, 51, 53, 55,	1/16 20 minutes	***44, 46***, 48, 50, 52, 54, 56,
1st, 2nd, 3rd *		1st, 2nd, 3rd *
57, 59, 61, 63, 65, 67, 69,	1/32 20 minutes	***58, 60***, 62, 64, 66, 68, 70,
1st, 2nd, 3rd *		1st, 2nd, 3rd *
71, 73, 75, 77, 79, 81, 83,	1/64 20 minutes	***72, 74***, 76, 78, 80, 82, 84
1st, 2nd, 3rd *		1st, 2nd, 3rd *
85, 87, 89, 91, 93, 95, 97,	1/128 20 minutes	***86, 88***, 90, 92, 94, 96, 98,
1st, 2nd , 3rd *		1st, 2nd, 3rd *
99, 101, 103, 105, 107, 109, 111,	1/256 20 minutes	***100, 102***, 104, 106, 108, 110, 112,
1st, 2nd, 3rd *		1st, 2nd, 3rd *
113, 115, 117, 119, 121, 123, 125,	1/512 20 minutes	***114, 116***, 118, 120, 122, 124, 126,
1st, 2nd, 3rd *		1st, 2nd, 3rd *
127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149	1/1024 20 minutes	***128, 130,*** 132, 134, 136, 138, 140, 142, 144, 146, 148, 150

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Existing rule (2.9 Cont)

* First three go forward. Duration 20 minutes.
** First two go to semi-final; then the next two fastest from either quarter-final. Duration 30 minutes. In case of 3 from each final, they stay in their respective side of the Christmas Tree. In case of 4 going forward from the odd final, number 4 moves to the even semi-final. In case of 4 going forward from the even final, number 4 moves to the odd semi-final.
*** First two go to final and then the next two fastest from either semi-final. Duration 30 minutes.

Timetable Friday:

Lower finals from 1/1024 to 1/8 to be run over 20 minutes.

Start time	B leg Finals		Start time	A leg Finals
08.00	1/1024 B		08.30	1/1024 A
09.00	1/512 B		09.30	1/512 A
10.00	1/256 B		10.30	1/256 A
11.00	1/128 B		11.30	1/128 A
12.00 – 13.30 LUNCHBREAK				
13.30	1/64 B		14.00	1/64 A
14.30	1/32 B		15.00	1/32 A
15.30	1/16 B		16.00	1/16 A
16.30	1/8 B		17.00	1/8 A

Timetable Saturday

Saturday: 1/4 finals to be run over 30 minutes.

Start time	B leg Final		Start time	A leg Final
10.00	1/4 B		10.30	1/4 A

11.30 – 12.00 Practice for direct qualified finalists

12.00 – 13.30 Lunchbreak

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Proposed rule (2.9 Cont)

* First three go forward. Duration 20 minutes.
** First two go to semi-final; then the next two fastest from either quarter-final. Duration 30 minutes. In case of 3 from each final, they stay in their respective side of the Christmas Tree. In case of 4 going forward from the odd final, number 4 moves to the even semi-final. In case of 4 going forward from the even final, number 4 moves to the odd semi-final.
*** First four go to final and then the next two fastest from either semi-final. Duration 30 minutes.

Timetable Friday:

Lower finals from 1/1024 to 1/8 to be run over 20 minutes.

Start time	B leg Finals		Start time	A leg Finals
08.00	1/1024 B		08.30	1/1024 A
09.00	1/512 B		09.30	1/512 A
10.00	1/256 B		10.30	1/256 A
11.00	1/128 B		11.30	1/128 A
12.00 – 13.30 LUNCHBREAK				
13.30	1/64 B		14.00	1/64 A
14.30	1/32 B		15.00	1/32 A
15.30	1/16 B		16.00	1/16 A
16.30	1/8 B		17.00	1/8 A

Timetable Saturday

Saturday: 1/4 finals to be run over 30 minutes.

Start time	B leg Final		Start time	A leg Final
10.00	1/4 B		10.45	1/4 A

~~***11.30 – 12.00 Practice for direct qualified finalists***~~

11.30 – 13.30 Lunchbreak

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Existing rule (2.9 Cont)

1/2 finals to be run over 30 minutes.

Start time	B leg Final		Start time	A leg Final
13.00	1/2 B		13.45	1/2 A

CHAMPIONSHIP FINAL TO BE RUN OVER ONE (1) HOUR.

All ten (10) finalists will be allowed a maximum of 700ccm of fuel in an unbreakable fuel bottle. The organiser must provide fire extinguishers and fire-blankets in the pit area with easy access for all mechanics. The organiser must have a minimum of two (2) specially-trained fire personnel in the pit-lane during the final.

Cars must be removed from the pit lane to the table and mechanics have to stop the engine and switch off radio equipment. Then they have to take off the body shell completely before they start re-fuelling. Fuel tanks will be checked after the final for capacity.
15.00 Drivers' presentation to the public
15.15 Warm-up Practice
15.28 Trial start
15.30 Start
16.40 End of the race
16.50 Unofficial publication of result
17.10 End of protest time
17.20 Prize ceremony on the track
Sunday: To be used as spare day to allow for any delay in schedule. Banquet and Awards' presentation to be held on Sunday night. At the conclusion of the Banquet and Awards' presentation, Team Managers will be given a result folder showing the qualification results and the final positions, as a closing report.

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Proposed rule (2.9 Cont)

1/2 finals to be run over 30 minutes.

Start time	B leg Final		Start time	A leg Final
13.00	1/2 B		13.45	1/2 A

CHAMPIONSHIP FINAL TO BE RUN OVER ONE (1) HOUR.

All ten (10) finalists will be allowed a maximum of 700ccm of fuel in an unbreakable fuel bottle. The organiser must provide fire extinguishers and fire-blankets in the pit area with easy access for all mechanics. The organiser must have a minimum of two (2) specially-trained fire personnel in the pit-lane during the final.

Cars must be removed from the pit lane to the table and mechanics have to stop the engine ***minimum during 90 seconds*** and switch off radio equipment. Then they have to take off the body shell completely before they start re-fuelling. Fuel tanks will be checked after the final for capacity.
15.00 Drivers' presentation to the public
15.15 Warm-up Practice
15.28 Trial start
15.30 Start
16.40 End of the race
16.50 Unofficial publication of result
17.10 End of protest time
17.20 Prize ceremony on the track
Sunday: To be used as spare day to allow for any delay in schedule. Banquet and Awards' presentation to be held on Sunday night. At the conclusion of the Banquet and Awards' presentation, Team Managers will be given a result folder showing the qualification results and the final positions, as a closing report.

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Rule (2.9 Cont)

Explanation: The direct qualification of drivers is an old fashion style. It is totally unfair to all other competitors. All other drivers have to use their car for racing that day. The direct qualified drivers only have to use it for practice, then again have more than one hour for maintenance, before the start the final. It also benefits the spectators, they will see the best drivers now for a longer time.

In EFRA the Large Scale Section is using this format since two years with increasing success. The be honest, it is not loved by the "top-drivers" but the majority of the racers are in favour for the format, because it gives them too a chance to reach the main final.
A minimum kill engine time will help to avoid undesired problems.

Proposed	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 68				☐	☐

Existing rule

6.8 Maximum noise level is 81dB (A) measured at ten (10) metres, one (1) metre above the track. IFMAR's definition of noise level is final.
This noise level will be measured at all times when the track is open. The position of the noise meter may vary depending on the decision of the Race Director. A red light will warn the competitor when his engine is exceeding the noise level. It is the responsibility of all participants to ensure that their cars produce the minimum of noise.
Any car found to be exceeding IFMAR noise level will be shown the black flag. Once black flagged for noise infringement, modifications to reduce noise emissions shall be carried out before that competitor is allowed to re-join the racing.
Exhausts have to be of minimum three-chamber type. No open exhausts or pipes are allowed.
The total exhaust has to be inside the body, with the exception of the tailpipe which may protrude outside the body at a maximum of ten (10) mm/.39 in.
The body may be cut out at that point by a maximum of 20 mm/.78 in. more than the tailpipe diameter. Maximum inside diameter tailpipe is 13 mm/.51 in.
All cars to be equipped with an air-box designed to reduce the intake noise of the carburettor.

Proposed rule to read:

6.8 Maximum noise level is 81dB (A) measured at ten (10) metres, one (1) metre above the track. IFMAR's definition of noise level is final.
This noise level will be measured at all times when the track is open. The position of the noise meter may vary depending on the decision of the Race Director. A red light will warn the competitor when his engine is exceeding the noise level. It is the responsibility of all participants to ensure that their cars produce the minimum of noise.
Any car found to be exceeding IFMAR noise level will be shown the black flag. Once black flagged for noise infringement, modifications to reduce noise emissions shall be carried out before that competitor is allowed to re-join the racing.
~~***Exhausts have to be of minimum three-chamber type***~~. No open exhausts or pipes are allowed.
The total exhaust has to be inside the body, with the exception of the tailpipe which may protrude outside the body at a maximum of ten (10) mm/.39 in.
The body may be cut out at that point by a maximum of 20 mm/.78 in. more than the tailpipe diameter. Maximum inside diameter tailpipe is 13 mm/.51 in.
All cars to be equipped with an air - box to reduce the intake noise of the carburettor ***and a second muffler (in case, that a two chamber exhaust is used) or a three chamber type muffler. All three chambers must be designed that way, that the exhaust fumes will pass it and then have to change direction twice to get the max. possible noise reduction The design of that additional silencer is free, but with both systems together, the max. noise level must not be over 81 dB (A)***.

Explanation: 2 plus 1 mufflers have shown its good function, it makes life of everyone easy and the 3 chambers must chang direction of fumes.

Proposed	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 69a				☐	☐

Alternative redaction:

Existing rule	Proposed rule
6.8 Maximum noise level is 81dB (A) measured at ten (10) metres, one (1) metre above the track. IFMAR's definition of noise level is final. This noise level will be measured at all times when the track is open. The position of the noise meter may vary depending on the decision of the Race Director. A red light will warn the competitor when his engine is exceeding the noise level. It is the responsibility of all participants to ensure that their cars produce the minimum of noise. Any car found to be exceeding IFMAR noise level will be shown the black flag. Once black flagged for noise infringement, modifications to reduce noise emissions shall be carried out before that competitor is allowed to re-join the racing. Exhausts have to be of minimum three-chamber type. No open exhausts or pipes are allowed.	6.8 Maximum noise level is 81dB (A) measured at ten (10) metres, one (1) metre above the track. IFMAR's definition of noise level is final. This noise level will be measured at all times when the track is open. The position of the noise meter may vary depending on the decision of the Race Director. A red light will warn the competitor when his engine is exceeding the noise level. It is the responsibility of all participants to ensure that their cars produce the minimum of noise. Any car found to be exceeding IFMAR noise level will be shown the black flag. Once black flagged for noise infringement, modifications to reduce noise emissions shall be carried out before that competitor is allowed to re-join the racing. Exhausts systems have to be of minimum three-chamber type. No open exhausts or pipes are allowed. ***All three chambers must be designed that way, that the exhaust fumes will pass it and have to change the direction twice to get the max. possible noise reduciton.***
The total exhaust has to be inside the body, with the exception of the tailpipe which may protrude outside the body at a maximum of ten (10) mm/.39 in. The body may be cut out at that point by a maximum of 20 mm/.78 in. more than the tailpipe diameter. Maximum inside diameter tailpipe is 13 mm/.51 in. All cars to be equipped with an air-box designed to reduce the intake noise of the carburettor.	The total exhaust has to be inside the body, with the exception of the tailpipe which may protrude outside the body at a maximum of ten (10) mm/.39 in. The body may be cut out at that point by a maximum of 20 mm/.78 in. more than the tailpipe diameter. Maximum inside diameter tailpipe is 13 mm/.51 in. All cars to be equipped with an air-box designed to reduce the intake noise of the carburettor

Comment: With this precision we avoid in-line 3 chambers that leads to no significative difference in noise and allow the old ones with 2 chambers with an aditional silencer that makes a 3 chamber "system" (2 +1)

Proposed	FOR	AGAINST	ABS	Passed	Not passed
EFRA N° 69b				☐	☐