

INTERNATIONAL FEDERATION OF MODEL AUTO RACING



BODY HOMOLOGATION PROCEDURE



Website: <http://www.ifmar.org>

IFMAR Electric Chairman

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Piscataway, New Jersey 2008

Dear Madame/Sir

The 2008 IFMAR World Championships for the Electric Track classes (1/12th & 1/10th ISTC) will be held in Bangkok, Thailand from November 08 - 16, 2008. Your company has to submit motors, batteries and/or bodies for approval previous to the IFMAR World Championships. Enclosed are details of how to obtain approval for your products for the 2008 events.

If the bodies are already approved, you have no need to seek new approval; any products previously approved do not need to be resubmitted. If you have no new bodies for approval for the 2008 events, please destroy these Homologation Forms as they cannot be used for future IFMAR Electric W.C. events. If you have products not approved (or products which are significantly changed after the last approval), and you wish them to be approved for official use at the 2008 Electric Track W.C. and future IFMAR W.C. events, you must send them for approval according to the dates mentioned in the various forms attached to this.

By this date the samples of the products and the completed homologation form must be in my hands. ANY PRODUCT OR FORMS RECEIVED AFTER THE CLOSING DATE CANNOT BE APPROVED FOR THE 2008 ELECTRIC TRACK WORLD CHAMPIONSHIPS. Products not approved cannot be used by any competitor at the 2008 Track Electric IFMAR World Championships.

Evidence of the availability of the product should be sent to the IFMAR Treasurer

The approval procedure is very easy. If you have any questions please contact me direct at the email address above and I will assist you. The IFMAR Electric Section will look forward to receiving your products for approval BEFORE the deadline noted above.

Sincerely
Ernest N. Provetti
Electric Chairman, IFMAR

P.S. Please ensure that, if or when sending samples for homologation purposes, you state on the Customs Declaration Form "Samples Only – No Commercial Value". Please also make sure that the package you send is free of costs for the receiver. It would also be appreciated if you also notify me by email: electric.chairman@ifmar.org that your products have been posted.



BODY HOMOLOGATION PROCEDURE

PLEASE READ THIS FIRST

The International Federation of Model Auto Racing (IFMAR) allows only approved motors and batteries to be used in its sanctioned World Championship meetings. This approval is to ensure that all competitors have equal access to the latest motors and batteries, thus ensuring wherever possible, fair racing to decide the World Champion. IFMAR makes no representation as to the quality or efficacy of the products approved. If parts of an approved motor are changed, the motor must be sent to IFMAR for re-approval.

Any manufacturer, distributor, agent or retailer may submit products for approval. Providing the products meet the specifications and requirements of the IFMAR rules in force at the time of approval, and are submitted by the closing date and meet the availability requirements of IFMAR rules, IFMAR will approve the product.

BODY SHELLS

Note: Only effective for the Electric Track Classes 1/12 Track and 1/10 ISTC

NOTE THAT THERE IS 2 (TWO) APPROVAL OPTIONS FOR 1/10TH ISTC BODIES.

1. Bodies may be homologated by any of the 4 IFMAR Blocs; ROAR, EFRA, FEMCA OR FAMAR according to 1/10 ISTC Technical Rule 6.0, see attached extract below.
2. Bodies may be homologated direct by IFMAR according to 1/10 ISTC Technical Rule 6.7.9, see attached extract below.

Complete the IFMAR Body Shell Registration Form.

Send one (1) sample of the body shell together with the Registration Form and the photographs of the full size car to the address mention in the homologation forms. **For registration of ISTC body shells, do not send any money to IFMAR, wait for an invoice from the IFMAR Treasurer.**

EXTRACT FROM THE IFMAR ELECTRIC TRACK RULES

5. TECHNICAL RULES 1/12

The official measurements in these Technical Rules are the metric measurements.

5.1 GENERAL SPECIFICATIONS

5.1.1 For the purpose of the IFMAR World Championships, GTP, Le Mans Prototypes (LMP675 & LMP900), World Sports Cars (WSC) and FIA GT Racing Classes 1 & 2 (GT1 and GT2) bodies only are allowed.

5.1.3 Only body shells which are registered with IFMAR may be used. Body shell manufacturers may register at any time, but not less than four months prior to that year's IFMAR World Championship to be eligible for that event.

One sample of a body shell, together with photographs of the full-size car on which the body shell is based, must be sent to the IFMAR Electric Section Chairman.

When registered by IFMAR, the body shell will be added to the register of body shells allowed for use at IFMAR World Championship events for that class.

The body shell must be a reasonable, realistic, facsimile of the full-size car on which it is based, with particular attention to realistic height, cockpit area, scoops, vents, wings and aerodynamic devices.

5.1.4 All open-cockpit body shells must have a realistic driver figure fitted in an appropriate position in the cockpit at all times when racing. The driver figure must consist of at least a driver's head/helmet, shoulders and arms and should be reasonable scale size.

The driver figure must be painted in a realistic appearance, color and garb.

5.1.5 All closed cockpit cars must have transparent windshields and/or side windows and/or rear windows.

Open or painted windshields and/or side windows and/or rear windows are not allowed. This will be determined by reference to the photographs submitted by the manufacturer when registering the body shell

5.1.6 WINGS

5.1.6a Wings may only be fitted where they are shown on the photographs submitted by the body shell manufacturer for registration with IFMAR. Wings may be molded in to the body shell as part of the continuous material used for the body shell, or may be attached separately.

5.1.6b One (1) separate front wing may be attached directly, and only, to the body shell. The front wing must be supplied by the original body shell manufacturer with the body shell as registered with IFMAR and be fitted as supplied without modification.

5.1.6c One (1) rear wing only may be used with the body shell. The rear wing may be:

EITHER

Molded in to the original body shell as part of the continuous material used for the body shell. This is defined as the part of the body shell, from the centre of the rear axle line extended rearwards, which sweeps upward from the horizontal.

OR

Attached directly to the body shell or chassis by separate supports. In this case the part of body shell from the centre of the rear axle line extending rearwards must be horizontal, or swept downward from the horizontal. Separate wings must conform to the sizes shown in 5.1.14. Side dams to the sizes shown in 5.1.14 must be attached directly to the separate wing only.

No part of the wing may be closer than 6.5 mm to any part of the body other than the tail fins or side dams.

5.1.7 Side dams moulded in to the original body shell, or supplied with the original body shell, registered with IFMAR, must not exceed a maximum dam length of 102 mm and maximum height of 25 mm. These dimensions include moulded-in portions of body.

5.1.8 Additional fences, tabs, trims, flaps, splitters or any other item fitted separately to the body shell, are not allowed. Only items supplied with the original body shell registered with IFMAR for that year's World Championship are allowed.

5.1.9 The body and chassis must be securely joined at all times when the car is on the track.

If the body comes loose or falls off during a race, the car must be removed from the track until the body shell is securely re-attached.

5.1.10 Wheel arches must be cut-out if the original full-size car ran that way. This will be determined by reference to the photographs submitted by the manufacturer when registering the body shell with IFMAR.

5.1.11 The body shell may not be trimmed higher than the lower body trim lines. When a body shell is registered with

IFMAR a lower trim line must be moulded in to the body shell, or a minimum distance from the highest point on the body shell to the lower trim line must be specified by the body shell manufacturer.

5.1.12 No part of the chassis, wheels, tyres, suspension or mechanical/electrical equipment may be visible outside the body shell when viewed in any plane.

5.1.13a Openings in the body shell (e.g. scoops, vents) must be appropriate to the full-size car on which the body shell is based. This will be determined by reference to the photographs submitted by the manufacturer when registering the body shell.

Additional openings in the body shell are allowed only for the original cockpit (in open cockpit cars) wing mounts, antenna, roll-over mast (if allowed) and lap recording equipment.

No other openings in the body shell are allowed.

5.1.13b Rollover antenna may be fitted. If fitted, it must have a blunt end for safety reasons. If a rollover mast and radio antenna are fitted, the antenna must be part of the mast along its length. Maximum height from ground 35 cm.

5.1.14 DIMENSIONS

5.1.14a Body shell dimensions in millimeters

	Max	Min
Overall width	172	155
Overall length	380	320
Clearance around openings	10	-
Clearance around wheel arches (except shaped wheel arches)	10	-
Rear Wing (separate) Width	172	-
Chord	52	-
Side Dams - Length	55	-
- Width	20	-

TECHNICAL RULES 1/10th ISTC

6.0 PURPOSE

The essence of the 1/10th ISTC class is competition between realistic models of saloon/sedan cars raced in Touring Car Series for Class Two FIA Touring Cars.

All Cars must comply with the ISTC Technical Rules to be eligible to race in Timed Practice, Qualifying and Finals.

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 body's dimensions will be 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 organizer 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

6.1 APPEARANCE

6.1.1 Cars entered for the ISTC Event shall be scale representations of full size FIA Class Two Touring Cars currently racing in International Touring Car Series' (e.g. ITC, BTCC, NATC, Japan Touring Cars, etc.) held from time to time. Notwithstanding this broad definition, all Cars must use a four (4) door body shell to be eligible for this Event.

6.1.2 A register of body shells will be maintained by IFMAR Electric Section. Only body shells registered four (4) months prior to that years' Event will be eligible for use on Cars.

6.1.3 Cars shall be neatly finished.

All details of front and rear lights, air intakes and windows must be clearly contrasted from surrounding paintwork.

6.1.4 Any decals may be carried on the car and wing.

6.7 BODY SHELLS

6.7.1 Body shells must be a scale replica of the original car used in the relevant FIA or National class. The original car must be a four-door type. Replicas of two-door original cars are not allowed.

6.7.2 Body shells may not be cut above the lower door line nor above the rear bumper line. When a body shell is registered with IFMAR a lower trim line must be moulded in to the body shell, or a minimum distance from the highest point on the body shell to the lower trim line must be specified by the body shell manufacturer.

6.7.3 Body shells must be securely fixed to the chassis at all times during a race. 6.7.4 Only one cutout, maximum 10mm diameter, may be made in the body except for clearance for the wheels (wheel arches), body mounting holes and lap timing equipment.

- 6.7.5 All wheel arches must be cut out as on the original car. No more than 10mm clearance between the wheels and the wheel arches is allowed.
- 6.7.6 Cars shall be neatly finished. Details of all front and rear lights, air intakes, front grills and windows must be clearly contrasted from the surrounding paintwork.
- 6.7.7 All windows must be clear or translucent grey/black. Windows may not be cut out. However the driver may have his name on the side window.
- 6.7.8 Only body shells which are registered with IFMAR may be used.
- 6.7.9 One (1) sample of a body shell, together with photographs of the full-size car (showing at least three (3) views: front, side and rear) on which the body shell is based, must be sent to the IFMAR Electric Section Chairman five (5) months prior to the event together with a homologation fee of \$US200. When registered by IFMAR, the body shell will be added to the register of body shells allowed for use at IFMAR ISTC World Championship events and the applicant will be notified.
- 6.7.10 The body shell must be a realistic scale facsimile of the full-size car on which it is based, with all features in proper proportion to each other. Lines indicating the shut-lines on the full-size car for bonnet (hood), boot (trunk) all doors and windows are to be moulded in to the body shell. Particular attention must be paid to realistic scale height, width, length, cabin area, scoops, vents, wings and aerodynamic devices. The decision of IFMAR to register the body shell will be final.



ELECTRIC SECTION

BODY REGISTRATION FORM

Body Shell Specification Checklist	
Fill in the grey shaded boxes below with the details of the body shell being submitted for approval	
Type of body shell	
Scale	
Class	
Order Number	
Remarks	

Please fill in the details above for one type of body shell. Use another form for more body shells (photocopies accepted). Pictures to be attached separately. Send this form with 1 (one) sample of the body shell to:

**IFMAR Electric Chairman
Mr. Ernest N. Proveti
47 Colonial Drive
Piscataway, New Jersey 08854
USA**

NOTE: CLOSING DATE FOR APPROVAL TO BE USED AT THE 2008 ELECTRIC TRACK WORLD CHAMPIONSHIPS IS FOR ISTC BODIES JUNE 8TH, 2008 AND FOR 1/12 BODIES JULY 8TH, 2008

Company Name:

Address:

.....

.....

Country:

I agree that the above information is correct to the best of my knowledge. I accept that the samples submitted will be used to check body shells at the IFMAR World Championships.

Signed:..... Name: Position: