

1/8th I.C ONROAD

Technical Rules

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RCRA

REMOTE CONTROL RACING AUSTRALIA

1/8th I.C ON ROAD

Technical Rules

(UPDATE NOTES)

Effective 1 May 2019

**Created with IFMAR RULES (AARCMCC Tyre Rule
Restrictions)**

1/8th I.C. TECHNICAL RULES

Amended August, 1993
Amended October, 1994
Amended July, 1995
Amended February, 1996
Amended December, 1996
Amended June, 1997
Amended August, 1998
Amended March, 1999
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TECHNICAL RULES

1. Technical Specifications

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

- 1.1 The engine may have a total capacity of not more than 3.5 cubic centimetres/0.214 cubic inches. No tolerance allowed.
- 1.2 The maximum carburettor size will be 9.00 mm/0.35 in.
- 1.3 The fuel tank, including filter and fuel pipes up to the carburettor may hold a maximum of 125 millilitres/4.23 fluid ounces. No loose inserts allowed. Any tank found to be illegal (over 125 millilitres/4.23 fluid ounces) 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.
- 1.4 Overall dimensions:
Wheel base 270 - 330 mm/11-13 in. Maximum overall width 267 mm/10.5 in. Maximum overall height 180 mm/7.5 in. (except aerial, incl. Gurney strip)
- 1.5 In General foam and/or rubber tyres may be used.
- 1.6 Rims: The rim's diameter must not exceed 54 mm/2.1259 in. An edge to reinforce the rim of 2mm/0.0787 in. thickness and 3 mm/0.1181 in. height on the inside (car side) is allowed. Flange diameter maximum 60 mm/2.3622 in. Any fixing bolts or other equipment installed in the wheel rim must not extend beyond the exterior of the wheel rim. The wheel rim must not extend more than 1.5mm/0.059 in. from the exterior of the tyre. The use of wheel discs on an open rim is only allowed when they are mechanically secured.
- 1.7 All cars will be equipped with brakes and a clutch in such a manner that the car may be held stationary with the engine running.
- 1.8 Homologated mufflers and homologated inlet noise silencer boxes (INS box) must be used. The maximum noise level for a muffler with INS box is 85 dB's, measured at ten (10) Meter distance and one (1) meter high for 2009. IFMAR's definition of a noise level is always final. The muffler must be of a 3-chamber type minimum. 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. This dB level should be 83 in 2010, due to environmental rules. The mufflers have to bear their homologation numbers during the entire competition. The mufflers' and INS boxes' measurements (both internally and externally) have to conform to those on the homologation sheet issued by IFMAR.
- 1.9 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
- 1.10 Mufflers and inlet noise silencer boxes (INS box) may be homologated by ROAR, EFRA, FEMCA or FAMAR up to four (4) months before the event. Mufflers and INS boxes homologated in the four (4) month period before the event will not be included on the IFMAR Muffler and Inlet Noise Silencer Box Lists for that event.
- 1.11 The IFMAR Muffler List and IFMAR Inlet Noise Silencer Box List will be supplied to each participant with the rule book two (2) months prior to the event. The IFMAR Muffler and Inlet Noise Silencer Box Lists, 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.
- 1.12 The outlet or tailpipe of the muffler must project horizontally or downward. No upward or vertical exhaust outlets are allowed. The outlet pipe may have a minus tolerance of 2mm/0.078 in. (length).
- 1.13 The front of the car must be equipped with a bumper in such a manner that it will minimise a wound in the case of it entering into contact with other participants or members of the public. The bumper must be made from a flexible material with all corners and sharp edges rounded off. The contour of the bumper will follow the contour of the body with which it is being used. At no point may the bumper protrude more than 5 mm/0.20 in. in front of the body.
- 1.14 If a rear bumper is fitted, it must finish no more than 10 mm/0.40 in. behind the rear wheels.
- 1.15 If a roll-over bar is built in, it must be placed behind the driver or just behind the imaginary driver's position.

- 1.16 The aerial must be made from a flexible material in such a manner that it will bend completely under the weight of an inverted car. Metallic aerials must have the free end protected.
- 1.17 Bodies must be a one-eighth scale authentic reproduction of sports cars or prototype cars in full scale racing participating in FISA's, IMSA's or CANAM's official sport classes. There will be an allowance of 10% tolerance in all dimensions.
- 1.18 Only bodies that are recognized 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.
- 1.19 The body must be made from a flexible material and painted properly.
- 1.20 A realistic PAINTED driver's figure (minimum helmet and shoulders) made to 1/8th scale must be fixed at the normal place in the body. The head may not be amputated to make way for the fuel filler cap or any other element. The driver need not be fitted under a closed body.
- 1.21 All bodies must have the front and rear sides cut out for the wheels if the original was so designed. The radius of the cut-out must not exceed the tyre by more than 13 mm/0.5 in
- 1.22 The windscreen must not be cut out. In closed bodies, a hole of maximum 6.5 square centimetres/1 square inches for cooling is allowed to be cut out in the front of the windscreen. The windscreen may be painted in a realistic transparent colour.
- 1.23 Side windows and rear window may be opened.
- 1.24 No wheels, tyres or rims of the car may extend outside the body shell, as viewed from above.
- 1.25 Cut-outs in the body that were not in the original full scale version will be allowed for the following:
 - 1.25.1 The cylinder head and air filter must follow their contour and have a maximum of 20mm/0.787 in. clearance on all sides.
 - 1.25.2 The aerial hole will be no larger than 20 mm/0.787 in. in diameter
 - 1.25.3 The radio switch hole will be no larger than 25 mm/0.984 in. in diameter
 - 1.25.4 Cut-out for the fuel filler cap will follow the contour of the above piece with a maximum of 20 mm/ 0.787in. in gap between the body and the filler cap, as viewed from above.
 - 1.25.5 The hole for the exhaust pipe must follow the contour of the above piece with a maximum of 25 mm/0.984in. in gap, in any direction, between the body and the exhaust outlet
 - 1.25.6 The slot for the roll-over bar should be no more than 20 mm/0.787 in. in width.
The roll-over bar should not protrude more than 50 mm/1.968 in. above the cylinder head.
- 1.26 A spoiler/wing which conforms to IFMAR regulations may be fitted.
- 1.27 Spoiler/wing sizes for sports cars/prototypes:
Overall width of body and spoiler max 267mm (measured on top).
Separate Wings or spoilers are not allowed. Only a Gurney strip directly mounted on the rear of the body is allowed.

No additional items may be fastened to the body exterior other than a rear Gurney strip.

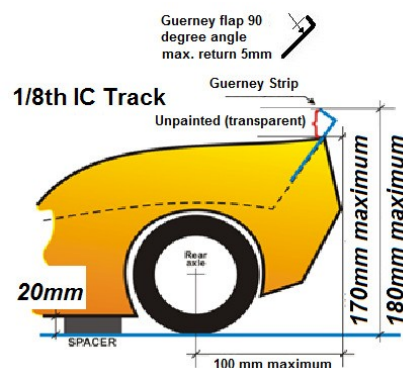
All measurements for the wing height will be taken with the chassis raised on 20mm blocks. The Gurney strip return should not be greater than 5mm with a 90 degrees angle.

Maximum height for the body, side and rear wing is 170 mm, with the chassis placed on 20 mm spacer blocs. The maximum overall height including the Gurney strip is 180 mm, the Gurney strip, must be attached directly to the body. No independently mounted wings are allowed.

The maximum overhang behind the rear axle measured from the rear axle centre point is 100mm.

If body stiffeners are used they cannot cause the body to be wider than 277mm at any point.

For WC 1/8th Full Global Body Spec Rules will be used, final dimensions must be available 1 year after acceptance.



2. Fuel:

Fuel may be tested and samples and counter samples taken for testing at any time during the competition. Competitors whose fuel does not pass inspection will be disqualified. Competitors whose fuel samples are found to contain prohibited additives will be stripped of all results and further actions, including bans from future racing, will be imposed.

Fuel will only contain methanol (methyl alcohol), lubricating oil, colouring agent and a maximum of 25% nitro-methane in volume plus a small allowance in % for anti-foaming and anti-corrosion agent is allowed.. The following additives are strictly prohibited; Hydrazine, Hydrogen Peroxide, Toluene, Propylene

The specific gravity of the mixture may not be heavier than 0.91. An IFMAR approved fuel tester, e.g. Nitromax 25, will be used to verify the fuel's conformity to the rules.

3. Weight:

The minimum weight limit of the cars is **2400 grams/5,291** pounds. The weight limit will be checked with the car being ready to race but with empty fuel tank and with timing transponder installed. The weight will be checked by a set of digital electronic scales and can be done at any time during the meeting, i.e. before the start of a heat, sub-final or final or after the end of either. An approved test weight must be provided for checking calibration of the digital electronic scales.

4. Measurement:

The car shall be measured for the width by placing it on a baseboard equipped with two side rails of 25.4 mm/1 in. in height spaced 267 mm/10.5 in. apart, constructed in such a way that the car can roll freely between them. Base board and rails must be constructed of high quality material, suitably stiffened to prevent distortion. The car must roll freely between the rails with any steerable wheel set in the straight ahead position, irrespective of the compression or extension of the suspension.

The car shall be measured for length and height in a similarly constructed box of internal dimensions 637 x 267 mm/25 x 10.5 in. which includes provision for checking the maximum height. Measurement of the wheel base may be made by simple measurement of axle centre distance but the Race Director should be prepared to make more exact checks in case of doubt or protests. It is suggested that the wheels are removed and the wheel spindles firmly placed on V-blocks whilst accurate measurements are made.

It is the responsibility of the driver to ensure that his car complies with the regulations at all times it is on the track and the organiser may check any car, at any time during the championship, for compliance with the regulations. On checking immediately after a race, if a car is found to be under the minimum weight or has incorrect dimensions, positive proof of race damage may prevent disqualification.

5 Technical Restrictions:

Not allowed:

- 4 wheel brakes (no independently controlled braking on the front wheels is allowed)
- liquid cooled engines
- hydraulic systems
- more than 2 servos
- no more than 3-speed transmissions.

- 5.1** Driver Aids – The use of traction control devices, active suspension devices and any steering control aided by gyroscopes/'G'-force sensors is strictly forbidden. The use of on board data recording sensors or data transmission devices is not permitted. It is the object of this rule to ensure that the IFMAR 1/8th I.C. Circuit World Championship be a test of driver skill.

6 Tyre Rule Restrictions:

Treatment of the tyres with post-manufacturing additives is prohibited. Competitors found to be using additives will be disqualified from the event. AARCMCC's (RCRA) and Host Club decision for inspection is final.

- Tyre Marking Method to be used at all State and Nationals Event before the days racing begins.
- Each set of tyres is to be inspected by race scrutineer and marked with selected colour on each rim.
- Chosen colour and marking must be present during the days racings.
- Used /unused tyres with the appropriate colour markings can be return at the end of race day and will be stored in sealed bags at race control overnight.
- Tyres will be remarked with the correct colour for the days racing and made available for use.

Race director and event scrutineer can disqualify any competitor even if tyres have correct markings after inspecting the surface of the tyre and finding prohibited additives on the surface.

Competitor without any or the correct colour marking for the day will automatically be disqualified from that rounds result.

7 Technical Checklist - 1/8th On Road (IFMAR June 2017)

7. Technical Checklist

Championship:	Date:	
Driver's Name:	Heat:	Car:
Competitor agrees to abide by the AARCMCC (RCRA) Code Of Conduct:		
Signature:		

Rule #	Item	Pre-Race	Qualifying				Finals					
			Q1	Q2	Q3	Q4	Q5	Q6	1/16	1/8	1/4	1/2
Body On												
3.	Weight (Empty Tank) Min 2400g											
1.18	Homologated Body											
1.24	Wheel / Tyre "Top Veiw"											
1.27	Body Width (max 267mm at top edge)											
1.27	Body Width (max 277mm at bottom edge)											
1.27	Maximum Body height - 170mm excl gurney strip. 180mm incl gurney strip											
1.20	Driver Painted minimum 3 Colours											
Body Holes												
1.21	Wheel Arch / Tyre Gap max 13mm											
1.25.1	Engine & Ins Box (max 20mm gap)											
1.25.2	Aerial Hole (max 20mm diameter)											
1.25.4	Fuel Filler (max 20mm gap)											
1.25.5	Exhaust Outlet Hole (max 25mm)											
1.25.6	Roll Over Bar Slot (max 20mm wide)											
Body Removed												
1.2	Fuel Capacity - (max 125mL)											
1.4 & 4	Maximum Width - (max 267mm)											
Exhaust System												
1.8	Homologated Pipe											
1.12	Stinger at or below horizontal											
Engine:												
1.8	Homologated INS Box											
1.2	Carburetor Diameter - (max 9.0mm)											
2.0	FUEL - (max 25% nitro)											

Comments: