

EFRA Jan. 2011 MEETING.
Actions required from 2010 agm

WORDING FOR HANDBOOK – As agreed Jan. 8/9 Meeting

Rules renumbered to accommodate the changes in the order shown, to make easier reading.

5. GENERAL REQUIREMENTS

5.2.4. **DELETE.** (Not needed. Now in 8.6)

8.6. TRANSMITTER AND TRANSMITTER IMPOUND

There can be 2 different kinds of transmitter:-

a) Transmitters with a crystal that can be changed. See rules 8.6.1 / 8.6.3 /8.6.6

b) Transmitters using a software decoding system that seeks for a free channel. Anybody using these kind of transmitters cannot ask for a delay for radio interference.

8.6.1. Transmitters (as in 8.6 a) must be constructed in such a manner, that the crystal can be changed **and** all competitors must have at least one alternative frequency available. Voltage supply to the transmitter must not exceed the manufacturer's type approval or National authority recommendations. Any driver found to be using external or additional battery packs must have proof that it conforms to the radio manufacturer's specifications. No changes or additions are allowed on the antenna unless authorised by the original manufacturer.

8.6.2. It is not allowed to use any form of telemetry with active transmission.

Clarification: It is not allowed for any wireless signals to be transmitted from the car to an external source during the race that is judged to give the driver a competitive advantage during that particular race!

8.6.3. Spare transmitters must have the crystals removed and if possible must be kept out of the pits.

8.6.4. Transmitters may never be taken onto the track during racing.

8.6.5. Transmitters will be under the control of the Race Organisers.

8.6.6. At European Championships, the organizers must have the ability to verify that transmitters as detailed in 8.6 a) are operating correctly on the frequency that has been designated. EFRA will advise on any equipment that is needed.

8.6.7. Transmitters must be impounded at all times whilst the race is in progress, unless the Race Director and organiser, together with the EFRA representative present, decide that due to weather conditions or transmitter security that the transmitter compound is not fit for purpose.

8.6.8 Should the Race Director and Organiser decide not to have a compulsory Transmitters Impound, then he (Race Director/Organiser) will be fully responsible for any situation that may occur (interferences, loss of control, injuries to persons, damages to equipments, etc...). This decision cannot be made through a vote of the Team managers.

In case of any problem that could be considered as due to the lack of transmitter impound, then he (Race Director/Organiser) must immediately instigate the use of a compulsory transmitter impound.

If a Transmitter Impound is not mandatory, then drivers can only switch on the transmitter when on the rostrum, or under supervision at Technical Inspection.

8.6.9. Transmitters are impounded immediately after a request by the Race Director or other Official. When impounded for the first time, transmitters are marked with heat-number or with identification number of the driver and are stored accordingly.

8.6.10. The transmitter impound must be close to or if possible on the rostrum. Transmitters must be protected against bad weather and stored in a safe and secure manner to prevent any damage to the transmitter.

8.6.11. Transmitters are only released for the next race immediately prior to the race start and must not be removed from the official area's or switched-on until the previous race has been declared finished. Transmitter-impound must take place immediately after the driver has completed his race or has finished driving and is leaving the drivers rostrum.