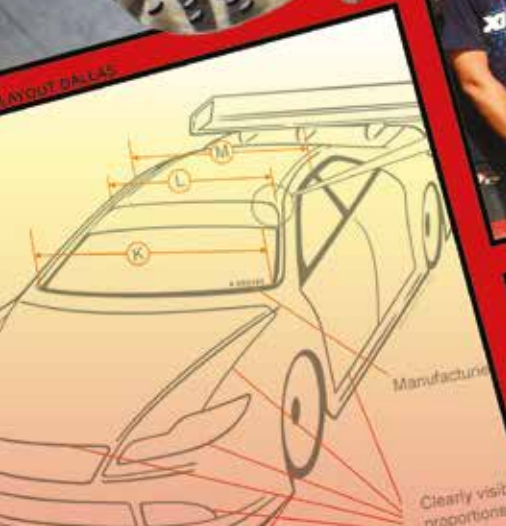
EFRA

HANDBOOK 201

EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES



2. CONSTITUTION OF THE EUROPEAN FEDERATION OF RADIO OPERATED MODEL AUTOMOBILES EFRA

1. Name

The name of the Federation is the European Federation of Radio Operated Model Automobiles (hereinafter referred to by the acronym EFRA).

2. Objectives

The objectives of the Federation are:

a) The promotion of international Friendship and Co-operation, particularly (but not exclusively) on the continent of Europe, through and for the construction, competition and sport of radio-operated model automobiles.

b) The establishment of uniform International rules and regulations for such construction and operation.

c) The co-ordination of races and competitions, national and international and the keeping of records thereof and the distribution of information relating thereto.

d) The representation of its member countries in the world federation IFMAR (International Federation of Model Auto Racing) which coordinates model car racing in the world and organises World Championship races. EFRA is recognised by IFMAR as its representative for Europe and it's affiliate members. EFRA in turn recognises and supports the authority of IFMAR in all matters relating to the worldwide organisation of model car racing.

3. Membership

a. Membership of EFRA shall be open to the National governing body of Radio Controlled Car Racing in each country in Europe and those countries considered by the Executive Board to be acceptable in terms of proximity to Europe.

Any application for membership must contain such information as the executive board of the Federation may from time to time require and must be accompanied by the then current annual membership fee. All membership applications shall be submitted for acceptance before the next General Meeting of EFRA. All membership applications shall be deemed as provisional until formally accepted by the General Meeting. Such acceptance shall require a simple majority of votes.

Pending such acceptance however a provisional member shall be entitled to be represented at all EFRA sponsored events.

Any question that may arise regarding if the Applicant is in fact the governing body of the country it wishes to represent, or whether such country is in fact a country for the purpose of these rules, (as distinct from a province, country etc,) shall be decided at the General meeting of EFRA by a simple majority. A General Meeting may, by a two thirds majority of the membership, cancel the membership of any member.

At least one month notice of any proposal to review a membership shall be given to all members and the executive shall, if so requested, transmit to all members any defence or explanation which the member in question wishes to put forward.

b Manufacturer Associate Membership.

1. Associated Membership to EFRA is available to bona fide manufacturers of RC model goods against an annual Associated

Membership fee as decided by the EFRA AGM and published on the EFRA website

Associated membership is valid from January 1st. for the calendar year. An Associated Membership carries no voting rights at:- AGM, General Meeting, Section Conferences or any Team Managers or International Jury meetings.

2. Benefits and rights of Associated Members:

   Attend and participate to manufacturer meetings organised by EFRA

   Attend General meetings as observer.

   Address the General Meeting subject to authorisation or invitation (a request stating the topic to be sent to the General Secretary in writing in due time to be included in the agenda).

   Submit proposals regarding the sport of RC racing for the General Meeting or Conference agendas.

   Participate at Section meetings.

   Participate in workgroups or specific taskforces when invited to do so by EFRA. Subject to authorisation by EFRA: expose products, where it is possible, without trading rights at meetings. A nominal fee may be applicable and EFRA does not provide exposition accessories, stands or furniture.

   Receive early notification about proposed constructional rule changes.

   One page advertising in the concerned section of the electronic (pdf) version of the EFRA handbook. (Advertising of acceptable quality, pdf format A4 to be provided by the member)

   Be advertised as Associated Member on the EFRA website (appropriate company logo to be provided)

   Being listed in the EFRA handbook as an Associated Member (subject to the application being received in due time).

   Considerable discounts on approval fees.

   Associated Members have specific advertising rights as detailed in [3] below.

3. Associated Members of EFRA are allowed to use a specific EFRA logo and state that they are an Associated Member of EFRA in any advertising or on any products. EFRA will supply a specific logo to be used for this purpose when a company becomes an Associated Member. In the event of a company ceasing or resigning from being an Associated Member, then all references to EFRA and the use of any EFRA logo in advertising or on products must also cease.
4. Where EFRA has a homologation/approval process for any specific products, then an Associated Member is allowed to state that a specific product is approved by EFRA, using the wording: "EFRA Approved". EFRA will supply a specific logo for this purpose. Other wording such as: "EFRA Legal, accepted, preferred, recommended, etc." is specifically NOT allowed. This only applies to products that have been officially approved by EFRA and are included on an EFRA homologation/approved list. Any product not included on an official EFRA approved list must not bear any wording relating to EFRA approval, although it can portray that the manufacturer is an Associated Member of EFRA.

   Associated Members that contravene this ruling can be banned for up to two (2) years from holding EFRA Associated Membership, or applying to

obtain approval of any further products. It is also possible that any existing approved products could be removed from any approved lists. No refund or indemnities whatsoever will be granted.

If any existing EFRA approved product is altered in any way resulting that the product no longer complies with EFRA rules, then the same penalties apply.

AM's should gain permission from EFRA before using "EFRA Approved" on any product.

5. Manufacturers not having Associate Membership.
   a Manufacturers or Companies that are not Associated Members of EFRA are specifically NOT allowed to include any EFRA logo/ trademarks in any advertising or on any products. This includes the use of any EFRA Logo or any wording that could be construed to relate to any membership recognition by EFRA. This does not preclude any non- Associate Member from having products approved by EFRA and included on the relevant homologation/approved list.
   b Manufacturers or Companies that are not EFRA members, but have specific products approved by EFRA, are allowed to portray in advertising or on the specific product, the wording "EFRA Approved" for that specific product. This only applies to products that have been officially approved by EFRA and are included on an EFRA homologation/approved list. Any product not included on an official EFRA approved list must not bear any wording relating to EFRA approval, either in general advertising or on the product.

   Wording such as: "EFRA legal, preferred, recommended" etc., is specifically not allowed.
   c Any unauthorised reference to EFRA by non-Associate Members is subject to a ban from any approvals or becoming an Associated Member for up to three (3) years. No claims what so ever can be made against EFRA in such case and EFRA retains sole rights to accept or refuse applications for membership or approval of products at any time.

   If any existing EFRA approved product is altered in any way resulting that the product no longer complies with EFRA rules, then the same penalties apply.

   Manufacturers/companies that are not Associated Members of EFRA should gain permission from EFRA before using "EFRA Approved" on any product.

4. Organs of the federation

4.1.a General Meeting

The Federation shall hold an Annual General Meeting in the month of November. A Special General Meeting shall be called if either the Executive Board of EFRA so resolves, or a request in writing signed by the Representatives of at least 1/3 of the member countries, is received.

Notice of every General Meeting shall be given at least one month beforehand with general particulars of the business to be conducted, and details of any proposed alterations to this constitution or to the racing or construction rules and regulations The Business at an Annual General Meeting shall be:

a) The election of Officers whose terms of office have expired, proposals for official posts must be lodged with the General Secretary at least 45 days before the General Meeting. The main Officers will form a Committee Board

as follows:
Committee Board
1. The President
2. General Secretary
3. Section Chairmen
4. Treasurer

All candidates for office properly proposed under the provisions of this constitution shall be introduced to the General Meeting prior to the Section conferences. The meeting shall be given the opportunity to question candidates for election.

Each section shall also elect a Vice Chairman who shall deputise in the event of the Chairman's absence.

One officer will be elected every two years to act as liaison between EFRA and IFMAR to maintain continuity of policy. The post of IFMAR liaison officer may be combined or separate from other post.

To carry out the task for Public Relationships one officer will be elected for two years.

b) Election of President will take place at the Annual General Meeting each year. General Secretary, Treasurer and Section Chairmen shall hold office for 2 years and be elected at the Annual General Meeting.

c) To decide the date and venue of future European Championships. The Meeting may (but is not bound to) fix such dates and venues for up to three years ahead, from applications made in writing to the Executive not less than 45 days before such meeting.

General particulars of any such applications shall be included in the notice covering the meeting and the selection of the venue will be decided in the Section Meeting and approved by the AGM.

The voting system to select the venue is as follows: Each member country has one voting form with 3 choices. All 3 must be used.

1st choice will receive 4 points.

2nd choice will receive 2 points.

3rd choice will receive 1 point.

The two sites receiving the highest total number of points will go forward to a second ballot where a simple majority will decide the chosen site.

In the event of a tie, the relevant official may use his casting vote.

All balloting will be secret, but results will be published.

d) To decide the dates and venues of other EFRA-approved events during the following year, including the next Annual General Meeting if not decided previously.

e) To consider any matter or proposal which the Committee Board or the relevant official wishes to bring before the Meeting, particulars of which shall be included in the notice of the Meeting

f) To consider any matter or proposal of which a member has given notice in writing up to the 31st of August. Particulars of such shall be included with the notice of the General Meeting as required by Section 4 above.

The Committee Board will examine all proposals received for discussion at the Annual General Meeting and where necessary prepare them for presentation by eliminating duplication and contradiction. Where proposals concerning Section matters that have a broader effect on General Rules or Constitution matters are received, the Committee Board will endeavour to resolve conflicts and present appropriate proposals tothe General Meeting.

The catalogue of proposals recognised to be presented at the upcoming AGM should be sent to all EFRA members representatives/secretaries at least 4 weeks before the meeting.

Proposals from EFRA Members for IFMAR Constitutional and Racing Rule changes must first be submitted to the EFRA Annual General Meeting and shall be subject to the same rules and procedures as those in force for EFRA matters.

This procedure does not remove the absolute right of any Member to make proposals directly to the General Meeting, these direct proposals will be recorded on the minutes and will be voted in the next General Meeting.

g) To deal with any matter which, under these Constitution Rules failed to be dealt with by a previous General Meeting.

4.1.b. Voting

a) Following any proposal at a General Meeting each member country shall have one vote which shall be exercisable by a person duly authorised in writing by his governing body in such country.

b) Each country shall also be entitled to one vote at any section meeting for which the country has paid the section membership fee, exercisable by a person duly authorised as provided for above.

c) No proxy votes shall be allowed.

d) Section meetings shall form part of the AGM. Voting procedures for the Section meetings shall be as for the AGM. Decisions of the Section meetings relating to the Technical Rules or Financial affairs of general concern to EFRA shall be ratified by the AGM.

e) Any amendment to the Constitution of the Federation shall require a two-thirds majority of the Annual General Meeting.

Other proposals unless otherwise specified herein, shall require a simple majority only. The President or the relevant official shall, in the event of a tie, have a casting vote.

A resolution in writing, signed by the authorised representatives of all members, shall have the same effect as if it had been duly passed at a general meeting.

f) In the case that more than 1/3 of the Member federations of the effected section or the Executive Committee feel it is necessary, a postal vote can be allowed.

If there is a need to request a postal vote from all Member Federations, then a time limit of 30 (thirty) days shall be set for the return of the required voting form.

The decision made by postal vote shall be effective 30 (thirty) days after it has been published to all Member Federations, subject to the respect of the standard time frame.

Postal votes should only be used in the case of unforeseen circumstances and should not apply to any decision taken at the last AGM.

g) Before a voting process will be started, the total number of votes being present will be recorded. The voting result will be published to the auditorium and recorded in the minutes. Number of votes in favour and number of votes against and abstentions.

h) Correspondence: The official address of the Federation shall be the address of the General Secretary. Every member country shall furnish to the Executive Board an address for correspondence and any communications directed to that address shall be deemed to have been duly delivered by course of post.

i) The official language of the Federation is the English language.

4.2. Committee Board

The President or in his absence the senior Committee Board member present, shall take the chair at the General Meetings and in the event of a tie, be entitled (but not bound) to exercise the casting vote.

The Treasurer shall be entitled to demand and receive all money due to the Federation and shall keep proper accounts thereof.

All offices under the Federation shall be honorary but the officers shall be entitled to reimbursement of expenses properly incurred , but subject always to consideration and approval of AGM.

The committee board are empowered to employ paid assistants for secretarial and other duties within budget limits, which are defined and approved at the AGM and subject to the provisions of section 7 of this constitution. These paid assistants shall not hold EFRA committee-positions.

PRESIDENT:

1 Maintain contacts with IFMAR and other International Organisations Officials.
2 Co-ordinates the efforts of the different E.F.R.A. Section Chairmen and provides advice when problems occur.
3 Takes the chair at the E.F.R.A. AGM and at E.F.R.A. Committee meetings.
4 Proposes appointment of Honorary Officers to the E.F.R.A. AGM.
5 Visits important races.
6 Forms an Executive Working Committee with General Secretary and Treasurer to deal with all matters that affect the day to day running of E.F.R.A. general business.
7 Liaises/meets with Officials from Members.

GENERAL SECRETARY:

1 Takes the minutes at E.F.R.A. Committee meetings and the E.F.R.A. Annual General Meeting.
2 Publishes a record of the minutes of these meetings.
3 Updates lists of Member Countries and other interested parties such as Manufacturers, Magazines and Contact addresses.
4 Deals with the main correspondence from/to all Member Countries and maintains file copies of all relevant correspondence.
5 Co-ordinates the arrangements for the E.F.R.A. Meetings, i.e. Annual General Meeting. Liaises with the hotel, Member Countries and provides full details of the timetable of the AGM.
6 In conjunction with the President and Section Chairmen draws up the Agenda for the AGM and other EFRA meetings.
7 Co-ordinates the racing calendars of the E.F.R.A. Sections and arranges for the publishing of these calendars.
8 Keeps a record of the results of all E.F.R.A. sanctioned races.
9 Maintain copies of all Member Country Officials address changes for updating the E.F.R.A. database.
10 Visits important races.
11 Forms an Executive Working Committee with President and Treasurer to deal with all matters that affect the day to day running of E.F.R.A. general business.
12 Liaises/meets with Officials from Members.
13 Arrange for the completion and return of E.F.R.A. contracts applicable to EC events being organised the following year.

TREASURER:

1 Maintains a complete set of records of the Financial aspects of E.F.R.A. business.
2 Produces a full set of accounts as at the end of the financial year for presentation and acceptance by the Member Countries at the E.F.R.A. Annual General Meeting. Expenses can be split down into amounts of approx. 3000 €.
3 Issues International Driver's Licences to the different member countries.
4 Send copies of all Licence address changes received from member countries to the General Secretary for updating of the E.F.R.A. database.
5 Keeps abreast of all facets of bookkeeping and the financial situation of E.F.R.A.
6 Before the 15th January following the AGM send invoices to all E.F.R.A. Member Countries regarding annual subscriptions, sanction fees for E.F.R.A. GP and EC events, entry fees for EC events.
7 During the year send invoices to Member Countries or persons when requested to do so.
8 Maintains a watching brief of outstanding invoices and one month after the date of maturity of the invoices he sends reminders to those Member Countries who have not paid their invoices.
9 Every three months produces a report for all Committee Members giving details about the financial situation and status of all debtors.
10 Pays the expenses declarations of the Committee members within a week of receipt.
11 Refunds all the deposits as soon as the Section Chairman sends his approval.
12 Visits important races.
13 Forms an Executive Working Committee with President and General Secretary to deal with all matters that affect the day to day running of E.F.R.A. general business.
14 The Treasurer has to present the accounts and all assigned documents to the auditors prior to the AGM.

SECTION CHAIRMEN:

1 Effectively manages the Section for which he is elected at the AGM.
2 Provides information to other E.F.R.A. Officials as and when requested.
3 Attends the GP organised ahead of an EC and reports upon the track, the accommodation and the organising committee.
4 Attends the EC relevant to his section.
5 As soon as the race calendar of the next year has been published he oversees the distribution of the information of the Section events in appropriate language.
6 Issues race meeting sanctions after fully examining the information sent by the applicants following the decision made at the Section Meeting and the approval/acceptance by the AGM.
7 Updates the list of "A" licensed drivers when needed and decides upon the validity of an EFRA Licence.
8 Co-ordinates the entries for EC and WC and settles re-allocations in co.operation with the Member Countries and the organisers.
9 Decides if the deposits paid for GP and EC events may be refunded and requests the Treasurer to refund any monies due.
10 Collects the results of all the E.F.R.A. sanctioned races.

11 Makes a report of the past racing season to be presented at the AGM.
12 Is a full member of the E.F.R.A. Committee with a seat in all E.F.R.A. Committee meetings.
13 Takes the Chair at the Section Meetings during the AGM.
14 Arranges for the minutes of the Section Meeting to be recorded and provides a copy of these minutes to the General Secretary.
15 Presents decisions made at the Section Meetings to the main AGM.
16 The Section chairman (or the EFRA appointed deputy) has the authority to provide clarification on the interpretation of rules.

4.3 Executive Committee

The President, Treasurer and General Secretary will form an Executive Working Committee to deal with all matters that affect the day to day running of E.F.R.A. general business. In regards of section business, they must be informed of the day to day running of the different sections.

4.4 Other officers

PR OFFICER:

1 Maintain contact with the EFRA Executive.
2 Carry out the promotional and communication work as decided by the AGM and EFRA Executive Committee.
3 Attends EFRA AGM and Committee meetings when needed.
4 Co-ordinates the production and distribution of the regular news.

IFMAR LIAISON OFFICER:

1 Maintains direct contact with IFMAR bloc officials.
2 Acts as a central co-ordinator for all matters between E.F.R.A. and IFMAR.
3 Provides information to/from IFMAR/FEMCA/ROAR/FAMAR to all Sections within E.F.R.A.
4 Puts forward proposals drawn up and approved by the E.F.R.A. Committee or by the AGM to IFMAR.
5 Attends EFRA Committee meetings when needed and AGM.
6 He attends IFMAR Meetings as the full representative of E.F.R.A.

HOMOLOGATION OFFICERS:

EFRA has a homologation or registration process for various products that are used in EFRA races.

For the various task officers are appointed. Products for homologation or registration are bodies, mufflers, batteries, INS boxes. Other products may be added in the future.

The aim for homologation or registration is to protect the products of manufacturers, to avoid products that are unsafe or do not follow international agreements (f.i. GBS for bodies) or environmental laws.

The task of the homologation officer is the following

1 Receives and acknowledges the products from Manufacturers wishing to have their products homologated or registered by E.F.R.A.
2 Passes invoice order to the E.F.R.A. Treasurer.
3 Checks the products against pictures, drawings or measurements or agreements provided by the Manufacturer. A 10% tolerance is acceptable in some occasions.
4 If the product is acceptable under E.F.R.A. standards, he sends a certificate to the Manufacturer. The certificate will bear the homologation or registration number which the Manufacturer must use to mark the product. Should there be any discrepancies, he will advise the Manufacturer in writing as to the exact reasons why the product was refused.

5 Copies of the homologation certificate and detailed drawings are passed to the General Secretary and IFMAR Liaison Officer.
6 Retains the original products for specification purposes during the life of the certificate and 2 years more.
7 Advises the E.F.R.A. Treasurer of homologation or registration expenses incurred.
8 At no time and under any circumstance will the product received for homologation or registration, including drawings and specifications be shown to or handed over to anybody involved with the manufacturing of model cars or parts for model cars.

AUDITORS:

1) The position of auditors is to be appointed by EFRA member countries and voted at each AGM for a period of duty of one year.
2) This position will be covered by two delegates, not belonging to the same national federation, nor being member of the same federation as the treasurer.
3) They have the right to inspect all actions or bookkeeping, which are in conjunction with EFRA's finances.
4) They must present their written report to the AGM. The EFRA Board must have knowledge about their comments prior to the AGM, so that board members may prepare their reactions.

4.5 Honorary officers

a) EFRA may if it so wishes elects an Honorary Life President and Honorary Life Vice President to the Federation on proposal from the Committee Board. Such persons shall be granted these Honorary titles in recognition of exceptional service to EFRA or Model Car Racing in general. There shall be only 1 Honorary Life President but there may be as may Life Vice Presidents as the Federation wishes. Election shall be by vote at the Federation AGM following proposal in accordance with the provisions of this Constitution.
b) Such Honorary Officers are elected to view the activities of EFRA in the light of their experience and provide help, advice and guidance should it be needed. They shall have the power to ask the Executive Committee Board to call an Extraordinary General Meeting should circumstances arise that threaten the well-being of EFRA.
c) The Honorary President and Vice Presidents can address the EFRA Committee Board and AGM but may not have a vote.
d) In the event of the resignation or other circumstances that prevents a properly elected EFRA Official from carrying out his or her duties, the Honorary Life President or a Vice President may be asked by such EFRA Officers as remain to deputise until such a time as the elected Officer is available or an Officer is elected. Such a request shall be by simple majority vote of the remaining EFRA Officers.
e) In the event of Honorary Life Officers being called upon to assist the Committee Board they will be entitled to reimbursement of any necessary expenses incurred. A Honorarium will not be paid.

5. Subscription

The Annual subscription of the Federation shall be fixed by resolution of a General Meeting. Such subscription shall become due on the first of January of each year. If not paid within three months thereafter, representatives of a country in default may not, until payment take part in any activity of the Federation or be sponsored by; if not paid within twelve months, membership

of the country in default shall cease.
To recover its active membership the member must pay the duly invoices pending.
The accounts will be closed on the 30th of September each year.

6. Technical Rule Changes

The date for introducing any construction/technical rule changes affecting General Rules will be decided at the Main AGM.
The date for introducing any constructional/technical rule changes within a Section, will be decided at the Section meetings.
Any important rule changes by any Section that effect more than one Section, including the date for introduction, will not become valid until approval of the Main AGM.
If the date for introduction of any construction/technical rule change is not specified at either a Section meeting or Main AGM, then the change will become effective twelve (12) months after the rule change has been approved.
When deciding dates for introducing rule changes, due consideration should be given to: - Making existing equipment obsolete and any manufacturing processes required allowing the change. In all cases, changes for safety issues should be given priority.

3. EFRA SANCTIONS

3.1. EFRA Sanctions

3.1.1. The object of EFRA Sanctions is to obtain uniform racing and organisational standards for major European events in all classes of radio-controlled model car racing.
Major European events are:
-European Championships
-EFRA Grand Prix
-International races with EFRA sanction
National Organisations are advised to adopt these standards and rules for use at Premier level national championships

3.1.2. To ensure the quality of these major events the minimum standards set by EFRA described here, must be met. The EFRA Section Chairman will authorise the events after the applicant has proved able to meet the minimum standards of EFRA.

3.1.3. To receive an EFRA sanction, an application must be done to the section chairman through the national federation.

3.1.4. The National Association of the host country will hold prime responsibility for the organisation and well running of the event. They have a duty to monitor the organisation of the event from the moment the EFRA Sanction is obtained until the official results of the race are sent to EFRA.

3.1.5. If the minimum standard is not met during the event, despite having an EFRA Sanction, then EFRA must consider to not returning the deposit(s) in fully or in part.

3.1.6. The Executive Committee is given the power (authority) to apply suitable sanctions in case of refusal of a race-organiser to co-operate with EFRA following consultancy with the relevant EFRA officials involved.

3.1.7. The European Championships should preferably be held during week numbers 26 - 31. Week 1 of the year is the week that contains the first Thursday in January, a week starts on Monday. Changes to this pattern may only be made at the AGM or EFRA committee meeting.

3.2 European Championships

NOTE:- Rules 3.2.3 & 3.2.4 do not apply to Open Entry EC's

3.2.1. Each section may run a maximum of 4 European Championship events per year and in the event of there being more than 2 classes, it is the sections responsibility to decide which class shall be raced as secondary to the main class in any year. The section shall decide at the section meeting.

3.2.2 The venue of the European Championships is to be decided by the EFRA AGM, 2 years ahead. The applicant National Association must submit all details (as per a to q below) to the valid Section Chairman and the EFRA Secretary by 31st August latest. The Section Chairman and the EFRA Board will evaluate the proposed venue, facilities, personnel and dates. A list of acceptable applications will be presented to the section.
Accepted applications must be presented at the EFRA AGM Section meeting by the National Association in electronic format, preferably PDF, and a paper version must be given to each EFRA member country.
The Section Meeting will decide the venue after the presentations.
Each application must contain:

a. The organiser´s name, address, fax and telephone number and email address.

b. A single contact point for all correspondence/enquiries
c. Diagram of track indicating length, width and direction of racing
d. Drawing of the venue (preferably photograph) showing track, rostrum, pit area, timekeeping and general facilities
e. Details/location of the venue
f. Map of the area showing proximity of airports, port, roads, etc.
g. Basic details of race timetable and dates
h. List of race officials
i. List of approved frequencies and list of specific frequencies that cannot be used.
j. Practice facility (dates available, closed dates prior to the event)
k. Details of accommodation (at least three (3) local hotels/motels of different grade which must include daily rate including all taxes, if applicable and alternative accommodation e.g. camping. In case of camping at track site, the organiser has to deal directly with the campers. Team managers cannot be asked to take any responsibility for booking, payments, etc.
l. Any special accommodation deals, including all taxes, if applicable.
m. Information on transport available between hotel/s and track.
n. Voltage used in host country. Drawings of plug types.
o. Advice on whether each competitor is required to bring or mail one passport sized photograph of him/ herself and any mechanics or Team Manager for attachment to identity badges
p. Marshalling details if needed (availability of marshals for practice/ qualifying/ finals).
q. Web address of the organizing club

The Section Chairman will investigate the applications and must advise or propose acceptance to the AGM. The Chairman is entitled to reject applications when information is inadequate or unsatisfactory.

3.2.3. The host Club proposed by the National Association must have successfully organised one Major EFRA European event with EFRA Sanction, in the last 4 years before the application, preferentially on the proposed track.
The year before a European Championship an EFRA Grand Prix will take place, The EFRA Referee present at this GP in the previous year before the EC will check that all EFRA Standards are met, if due to any reason he finds that required EFRA Standards are not reached he will inform directly on that subject to the EFRA Section Chairman & the EFRA General Secretary. At that year, an official of the organizer of the next European Championship must be present at least 3 days at the previous European Championship of the same kind.
An EFRA Major European event must be held on the same track two (2), maximum four (4) months before the EC.
The AGM Section meeting may waive any of these requirements.

3.2.4. The National Association of an EFRA country hosting a European Championship or World Championship is subject to a special fee to EFRA, to cover the extra expenses of the EFRA involvement in that race. This fee is established by the AGM (3.5)

3.2.5. For a European Championship, a contract will be signed by EFRA, the National Federation and the Organiser. It must be received by EFRA by 31st January.
If after the 31st January any of the classes of an European Championship event is having an allocation under a 25 % of the maximum number of entries with a minimum of at least 5 countries, then EFRA, after consulting with the organizer may consider the cancellation or the change of status of event.

3.2.6. At the AGM section meeting preceding the event the host country of European Championships will be asked to demonstrate to the meeting that they have the organisation and facilities needed to stage the event. They should also confirm that the club involved will be able to honour any promises or obligations made by their successful application the previous year.

3.2.7. The section meeting may decide to re-allocate the event to a "safe" venue of it's choice if rule 3.2.6. is transgressed

3.2.8. As soon as practical after the decision confirming the organiser of an European Championship, the host club should be sent a copy of the EFRA handbook.

3.2.9. At the latest, 100 days before the European Championships in question, there should be a meeting between the National Federation contact and the host club to confirm that everything is running according to the Handbook. Minutes of this meeting required to be forwarded to relevant section chairman and general secretary within 10 days (English language).

3.2.10. A member Association cannot organise a National Championship race on the same days of a European Championship in the same class/section.

3.2.11 OPEN ENTRY EUROPEAN CHAMPIONSHIPS Open entry EC´s are determined by the section conferences annually.

3.2.11.1 For each entry the organiser will pay EFRA €5 - the total amount will be settled with the deposit.

3.3 EFRA GRAND PRIX

3.3.1. EFRA Grand Prix have the status of "Open EFRA International Championships" of the organising country.

3.3.2. Each EFRA member-country may organize 1 (one) official EFRA Grand Prix per year per class. Each section may run a maximum of 3 (three) EFRA Grand Prix per year.

For large scale section only: Limit strictly to 4 EFRA GP per year, (4 EFRA GP instead of 3 will allow a right to make mistakes, or an absence on 1 EFRA GP).

An EFRA Grand Prix must have an EFRA Sanction. To obtain such, an application must be sent to the EFRA General Secretary to be received at 31st of August the latest.

At the AGM must each presumptive organizer make a presentation containing relevant information such as pictures of the accommodation, hotel information, camping and charges to be paid, details of facilities such as water, electric power, W.C. and showers.

For each entry the organizer will pay EFRA € 5,- . The total amount will be settled with the deposit.

3.3.3. Following proposals from the sections will the EFRA Race calendar be finalized and presented at the AGM during the Sunday morning session. As soon as practical after the decision confirming the organizer of an EFRA GP, the host club should be sent a copy of the EFRA handbook. Any EFRA Grand Prix Organizer who changes a date following an AGM decision will lose the EFRA Sanction for official EFRA Grand Prix status. Only an enforced change beyond the control and influence of the organizing club is liable to be accepted for discussion by the EFRA Committee.

3.3.4. The dates of the 3 EFRA GP of each year must be respected by the different national calendars, National Championships in the same class will only be allowed to organize on the same date as an EFRA GP if approved by the valid Section Chairman.

3.3.5. Organisers of EFRA Grand Prix are subject to a special fee payable to EFRA. This fee is established by the AGM (see 3.5).

3.3.6. If EFRA Grand Prix results shall be used as the basis for awarding points to the competitors, a general classification shall be published at the end of the racing season. The sum of the 4 best results of the season to be the final score of each driver. Points shall be given as follows:

EFRA GP1 (Less than 30 drivers)

50	46	42	38	34	32	30	28	26	24
22	21	20	19	18	17	16	15	14	13
12	11	10	9	8	7	6	5	4	3

EFRA GP2 (30 to 60 drivers)

75	71	67	63	61	59	57	55	53	51
49	48	47	46	45	44	43	42	41	40
39	38	37	36	35	34	33	32	31	30
29	28	27	26	25	24	23	22	21	20
19	18	17	16	15	14	13	12	11	10
9	8	7	6	5	4	3	2	1	1

EFRA GP3 (60 drivers plus)

100	96	92	88	84	82	80	78	76	74
73	72	71	70	69	68	67	66	65	64
63	62	61	60	59	58	57	56	55	54
53	52	51	50	49	48	47	46	45	44
43	42	41	40	39	38	37	36	35	34
33	32	31	30	29	28	27	26	25	24
23	22	21	20	19	18	17	16	15	14
13	12	11	10	9	8	7	6	5	4
3	2	1	(1 for places greater than 83)						

EUROPEAN CHAMPIONSHIP

300	280	260	240	220	210	200	190	180	170
165	160	155	150	145	140	135	130	125	120
115	110	105	100	99	98	97	96	95	94
93	92	91	90	89	88	87	86	85	84
83	82	81	80	79	78	77	76	75	74
73	72	71	70	69	68	67	66	65	64
63	62	61	60	59	58	57	56	55	54
53	52	51	50	49	48	47	46	45	44
43	42	41	40	39	38	37	36	35	34
33	32	31	30	29	28	27	26	25	24
23	22	21	20	19	18	17	16	15	14
13	12	11	10	9	8	7	6	5	4
3	3	3	3	3	3	3	3	3	3
2	2	2	2	2	2	2	2	2	2

1 for places greater than 140

WORLD CHAMPIONSHIP

500	450	400	350	320	290	260	230	200	170
160	155	150	145	140	135	130	125	120	115
110	105	100	95	90	89	88	87	86	85
84	83	82	81	80	79	78	77	76	75
74	73	72	71	70	69	68	67	66	65
64	63	62	61	60	59	58	57	56	55
54	53	52	51	50	49	48	47	46	45
44	43	42	41	40	39	38	37	36	35
34	33	32	31	30	29	28	27	26	25

24	23	22	21	20	19	18	17	16	15
14	13	12	11	10	9	8	7	6	5
4	4	4	4	4	4	4	4	4	4
3	3	3	3	3	3	3	3	3	3
2	2	2	2	2	2	2	2	2	2

1 for places greater than 140

3.4. INTERNATIONAL RACES WITH EFRA SANCTION

3.4.1. For important international events other than European Championships and EFRA Grand Prix, an EFRA Sanction can be requested, in writing only. The EFRA Sanction will be an official recommendation of EFRA to the special event, to ensure a minimum standard. These races may not be called EFRA Grand Prix.

3.4.2. Organisers of international races with an EFRA Sanction are subject to a Sanction-fee. This fee is established by the AGM.

3.5. EFRA SANCTION FEES

3.5.1. The EFRA Sanction fee is established annually by the AGM and published in the minutes of the meeting.

3.5.2. EFRA will invoice the applicant for the EFRA Sanction fee from the 1st of January of the year the race is scheduled. The invoice must be paid to EFRA within 30 days of the invoice date.

3.5.3. The organising country-member must pay all fees for World Championships, European Championships, Grand Prix's and International Races at the beginning of the year of the Championship within 30 days of the invoice date.

3.5.4. A deposit is payable for all E.C.'s and sanctioned G.P.'s. Copies of the result and the referees report should be send to the EFRA General Secretary and Section Chairman.

3.5.5. Non-payment of charges invoiced by EFRA by the due date, may lead to withdrawal of the EFRA Sanction and therewith the official status of the event.

3.5.6. If a Grand Prix is cancelled for whatever reason, the sanction fee is not returnable.

3.5.7. FEES (all amounts quoted in Euro)

FEES (all amounts quoted in Euro)

Membership Fees	
Annual Subscription	450 (including 5 non-renewable lics.)
Section Fee	75
Full membership	850 (annual + all sections)
Associate membership	1000
Drivers License	30
Sanction Fees	
European Championship	460
International Race	200
Grand Prix	150
Deposits	
European Championship	600
Grand Prix	600
Additional Fees: GP	5
Entry Fees	
European Championship	100
European Championship 2 classes	150
Grand Prix (maximum)	40
Handling fee World Championships	+ 10% of the IFMAR fees
Homologation Fees	
Mufflers	120 (50% discount for Associate)

Bodyshells	500 (50% discount for Associate)
Large Scale Bodyshells	500 (50% discount for Associate)
INS-Box	800 (50% discount for Associate)
Batteries	500 (50% discount for Associate)
Brushless 05 Motors	50 Per Motor Class.

All transport costs for homologations to be paid by the manufacturer

After 5 years a body will disappear from the list unless the manufacturer asks for a license for another period of 5 years. The fee for an extra period is 40% of the normal homologation fee.

3.6. ALLOCATION PROCEDURE FOR EUROPEAN AND WORLD CHAMPIONSHIPS

3.6.1. For European and World Championship, EFRA allocates places to all its members countries. The twenty (20) direct nominatives allocations existing in sections 1/10 IC Track and Large Scale are subject to the approval of their national federation for these drivers. Each member country if present at the section meeting is entitled to have at least one (1) place allocated in each section paid for.

3.6.2. At the Annual Conference, each Section establishes the allocations for next years Championships, following written application from member countries. Final Numbers must be confirmed to the relevant Section Chairman by 31st Jan. following the conference.

3.6.3. Whilst determining the allocations for each country, the following points should be discussed, in order of priority:

a. total number of drivers;
b. international results at E.C./ W.C./ Grand Prix;
c. places taken up at the last E.C.;
d. participation in international racing;
e. length of membership of EFRA.

Separate procedure exists for Electric off road (see Appendix 3)

3.6.4. At the Annual Conference, the Chairman will propose the allocations-list to the Meeting. The Meeting may, within reason, discuss the proposed list and may ask for changes. In case of disputes, the Meeting can decide the dispute on a simple majority vote.

3.6.5 The procedure for allocating entries is also used for re-allocation unless otherwise stated so. 40 days before the EC and 60 days before a WC the places not taken up by the Countries will be reallocated by the Section Chairman. The entry forms list must be given to the Chairman 40 days before the EC. Failing to deliver these forms list in time will lead to re-allocation of the corresponding places.

The Meeting may recommend preferential re-allocation of places to countries with small initial allocations. Preferential re-allocation places must be specified in the allocations list.

3.6.6. For a European Championship the host country is allowed 2 extra places in addition to their original allocation.

3.6.7. The defending section/class Champion is allocated 1 place with the sole exception of the B class Champion who is allocated 1 place at the immediate next year European Championship A.

3.6.8 For each European Championship (not including Open EC), places will be allocated at the AGM. Federations MUST then confirm their Final Number for each event to the relevant Section Chairman no later than 21st Dec. following the AGM.

EFRA will invoice the Federations according to the Confirmed Final Numbers

(submitted by 21st Dec.), with the amount being as detailed in GR 3.5.7 for the current year. Invoices will be sent to the Federations by the end of January and must be paid to the EFRA Treasurer no later than end of February.
EFRA will pay the Organising Federation the full amount of the entry fee value (100%), based on the Confirmed Final Numbers (submitted by 21st Dec.). EFRA takes NO portion of the allocated entry fees.
The allocated entry fees will be paid to the Organising Federation at least one month before the event, unless a written agreement has been received by the Treasurer to effect payment in a different manner.
EFRA will inform the Organising Federation the Confirmed Final Numbers that will be paid, by 1st. January. The Section Chairman is responsible for controlling all event allocations and must inform the EFRA treasurer the confirmed final numbers for EFRA to invoice Federations and pay the correct number of allocations to the organiser.

3.6.9 European Championship places (not including Open EC) that are allocated at the AGM and confirmed as Final Numbers (by 21st. Dec.) that are not paid by end of February may be reallocated to other countries by the Section Chairman. Real located entry fees will be paid to and retained by EFRA. EFRA will invoice each reallocated entry to the member countries without specifying the drivers name etc. No money can be paid at the event. Reallocation entry fees will be 150% the specified entry fee (GR 3.5.7), unless:.

a) The final number of places allocated to the country concerned is still less than, or the same as, the Final Number agreed (submitted by 21st Dec.).
b) The country concerned has places on an official Reserve List due to the event being oversubscribed and such places were requested at the time when the Final Numbers were confirmed (21th. Dec.). If additional reallocated places are awarded that increases the total number of entries at the event to more than the Confirmed Final Numbers (submitted by 21th. Dec.), EFRA will pay the organising country the additional numbers.

The Section Chairman is responsible for controlling all event allocations/ reallocations and must inform the EFRA treasurer the Confirmed Final Numbers including any reallocated places for each Federation, for EFRA to invoice the Federations concerned and to pay the correct number of allocations to the organiser. At EC events where places are allocated/reallocated, any places not filled by the stated deadline dates (due to cancelations or reduced entry numbers) can be allocated to late entries subject to the agreement of the Section Chairman. Such places must be requested by a member Federation and will be charged at the 150% rate. Late entry requests may be declined if all entry details have been 'frozen' and submitted to the organiser.

3.6.10 For an IFMAR World Championship or IFMAR sanctioned event, places will be allocated at the AGM. Federations MUST then confirm their Final Number 'required' for each event to the relevant Section Chairman no later than 21st Dec. following the AGM. (It should be noted that numbers "required" by Federations may not be possible to award, based on the number of allocations granted to EFRA).
The entry fees are payable in $US. in advance to the EFRA Treasurer. The entry fee is established by IFMAR and is subject to a 10% EFRA surcharge. The EFRA Treasurer will invoice member Federations separately for all WC allocations by the end of March and these must be paid by the end of April, or within one month of invoice in the case of re-allocations. Re-allocations will be charged at the normal entry fee rate. Once requested by a member country, no WC

allocations can be cancelled or fees repaid.

3.6.11 All contractual correspondence between EFRA, Organiser and Federation Rep related to EC's and WC's should be sent by registration mail or by a means which has traceability.

3.7. LEGAL LIABILITY

3.7.1. EFRA is unable to, and will not, accept any legal liability for any event for which it has granted an EFRA Sanction and accepted a sanction fee.

3.7.2. EFRA Officials cannot and will not accept any legal liability for events that may take place at an EFRA Sanctioned event at which they are acting in an advisory or supporting role.

4. INTERNATIONAL DRIVERS LICENCES

4.1. OBJECT OF THE INTERNATIONAL DRIVERS LICENCE

4.1.1. International driver 's licences enable organisers to compose the qualifying heats so that novice or less experienced drivers are not mixed up with the top international drivers, in the interest of both groups.

4.1.2. All competitors at European Championships and World Championships must have a valid EFRA drivers licence.

Application for entries at EC's or WC's must be made by the National Association that have granted the EFRA licence, using the model delivered by EFRA, bearing the initials of the National Federation and the licence number.

Each National Federation shall be entitled to issue EFRA licences

1) To its nationals;
2) To the nationals of other countries represented in EFRA, in compliance with the following statutory conditions:
   a) That their parent National Federation gives each year its prior agreement to the issuing which may only take place once a year.
   b) That they can produce for their parent National Federation (the country of their passport) a permanent proof of residence in the other country;
   c) That their parent National Federation has recovered the EFRA licence originally issued if such exists.

No person authorised by their parent National Federation to apply for an EFRA licence from some other National Federation shall hold an EFRA licence from their parent National Federation valid for the current year.

If for very special reasons however, An EFRA licence-holder wishes to change the nationality of his licence during the current year, he would only be able to do so after having obtained his parent National Federation's consent and once his old licence has been taken back by his parent National Federation.

A National Federation may also grant an EFRA licence to a foreigner belonging to a country not yet represented in EFRA but only on condition that EFRA is immediately informed of the intention to do so, in which case EFRA will at once state if there is any reason why such an EFRA licence should not be granted. A National Federation shall advise EFRA of any refusal on its part to comply with a request of this nature.

The organiser will register the licence numbers of all drivers and record these in all results.

4.1.3. All competitors at EFRA Grand Prix and other EFRA sanctioned events (apart from EC´s) must either have a valid EFRA driver's license, or a valid National License issued by their National organization. The license must be verified at registration. The organiser will register the license numbers of all drivers and record these in the final results.

Drivers with an international EFRA license take precedence over non-EFRA licensed drivers at EFRA Grand Prix in the event of over subscription.

4.1.4. Nationality of a competitor or driver

All EFRA drivers, irrespective of the nationality of their licence, participating in any IFMAR World Championship or EFRA European Championship event, shall retain the nationality of their passport in all official documents, meetings, information bulletins and prize-giving ceremonies.

4.1.5. Any European driver holding an EFRA license for the past years, in any class, and who had participated in an EC in any class for the past years, is not entitled to

participate in a World Championship, in any class, for another block as EFRA. Any driver found in this position, will not be able to get an EFRA license for the next 2 years.

4.2. CLASSES OF LICENCE

4.2.1. A section is empowered to issue different classes of licence. based on the experience of the drivers or on their results during E.C.'s or G.P.'s should they so wish.

4.2.2. The grading system to be used will be settled in the section meeting and described in the section rules.

4.3. APPLYING FOR INTERNATIONAL DRIVERS LICENCE

4.3.1. Applications for International Drivers Licences are made by the National Federation to the EFRA Treasurer, before the 1st of March of every year. EFRA will only issue licences when the country applying has settled all payments to EFRA and the payments for the cost of licences have been received by EFRA.

4.3.2. The cost of an International Drivers Licence is established by the AGM.

4.3.3. The International Drivers Licence must be renewed every year and runs for a calendar year, ending on the 31st of December of the year of issue.

4.3.4. Only the national association could ask to the EFRA secretary/ treasurer to obtain a certain number of EFRA licence. The request will be accepted only if the fee has been paid.

4.3.5. The National Association should fill in the licence in the appropriate sections before issuing to a driver.
The licence must carry the name of the National Organisation.
The name of the driver and a licence number must also be entered and recorded.
A list of licence holders including Name, Address and Licence Number should be introduced in the EFRA database.
The individual drivers licence number should remain unchanged from year to year and must not be used for re-issue to other drivers. Each number is a personal number.

4.3.6. If for whatever reason a driver should lose a current EFRA Licence, then the National Federation may apply in writing to the EFRA Treasurer for a replacement to be issued. No fee will be charged for this service but it is subject to the fact that the original licence was registered as issued by the appropriate National Federation.

4.3.7 Pending IFMAR hosting a Large Scale Off Road World Championship event. Drivers from other blocks within IFMAR are entitled to apply for an EFRA licence and pay for the licence and entry fee directly to EFRA for an entry in the Large Scale off road European Championship event.

4.4 CANCELLATION OF INTERNATIONAL LICENCES

4.4.1 Member Federations have the absolute right to issue or cancel International Licences.

4.4.2 EFRA additionally reserves the right to cancel or withdraw an International Licence from any driver who:

a) Has been adjudged to have flagrantly and repeatedly broken EFRA or IFMAR rules.
NOTE: The issue of Warnings for driving offences during a race would not in normal circumstances constitute grounds for cancellation of an International Licence.

b) Has been excluded from his National Federation.

Note: See rule 8.14.10.

4.4.3 Cancellation of an EFRA International Licence must be authorised by the EFRA

Executive Committee. Any appeal in the decision must be received in writing by the EFRA secretary within 30 days.

4.4.4. The driver must be given 14 days notice in writing of any such hearing which will normally be included in the Agenda of an Executive Committee Meeting.

4.4.5 The driver has the right to appeal within 14 (fourteen) days of the decision.

4.5 TEAM DRIVING

4.5.1 In a case where team driving, unsporting behaviour or conduct by persons that is construed as being prejudicial to a fair race are suspected, the official referee will consult with the race director (or vice versa). In cases where both officials agreed that such action have occurred and they have been unable to act, they will report to the most senior EFRA official present, or otherwise the Section Chairman, who may take any action apart from issue penalty or sanction. The senior EFRA official, or Section Chairman will present the full circumstances of any such report to the EFRA Committee at the next meeting opportunity.

4.5.2 Any driver directly involved must be called to represent himself/herself at a meeting of the EFRA Committee and will be given due notice according to rule: 4.4.4. Any failure to attend or otherwise represent himself/herself will be taken into consideration.

4.5.3 For instances of team driving, gross misconduct, serious unsportsmanlike behaviour, conduct prejudicial to a fair race, the EFRA Committee may exercise its right to cancel an International Racing Licence for incremental periods of six month up to a maximum period of five years.

5. GENERAL REQUIREMENTS EFRA EVENTS

5.1. GENERAL REQUIREMENTS TRACK

5.1.1. Access: approach by car must be possible to within at least 100 mtr. of the pits.

5.1.2. Parking: parking for competitors must be available within 100 mtr. of the pits.

5.1.3. Spectators area barriers must separate spectators from the track and the pit area.

5.1.4. Public conveniences: water and toilets for both competitors and spectators must be provided.

5.1.5. Refreshments: a place should be provided for this purpose.

5.1.6. Electricity: 230 V must be available in the drivers area for charging batteries and using solder iron. The organiser can allow the use of other electric equipment if power supply is sufficient.

5.1.7. Hotel and camping: sufficient and reasonably priced hotel and camping facilities within 20 minutes of the track must be available.
Wherever possible, it is preferable that camping should be at trackside. Any charges must be fixed before arrival of competitors and mentioned in the invitations.

5.1.8 An EFRA Press Area must be put in place by the Organizer of any EFRA European Championships, that must be protected against bad weather and must be equipped with tables, chairs, electricity supply. EFRA Press Area must have a Quality of Service (QoS) capable unrestricted internet connection, which is shared using QoS between EFRA Media Partner and other media representatives. Sharing is done in way, that EFRA Media Partner has up- and downstream bandwidth, which fulfils the requirements of yearly revisited specifications agreed at AGM together with EFRA technical representative and EFRA Media Partner. These requirements will be announced during AGM and published in meeting minutes.

5.1.9. Track requirements are specified per appendices.

5.2. ACCOMMODATION REQUIREMENTS

5.2.1. Drivers pitting area must accommodate all drivers and be equipped with tables, chairs and protection against bad weather (outdoor racing). The driver's rostrum must be easily accessible from the driver's area. Based on the Final entry list supplied by the Section Chairman, the organiser will allocate pitting spaces so that drivers from the same country pit together, providing the pitting area allows.

5.2.2. The driver's rostrum must accommodate 10 drivers with minimum 80cm space for each driver.
Width of the rostrum must be minimum 1.25 mtr.
Height of the rostrum - floor to be:-

Standard	Between 2 and 3 mtrs
1:12 Electric Track Section	Between 1 and 3 mtrs
1:10 Electric Off Road Section	Between 1.5 and 3 mtrs

Access to the rostrum must be by a solid stair, with a minimum width of 1.20 mtr. The use of individual stands on the rostrum is only valid for people under 160 cm and on their own risk. A strong parapet is mandatory. The rostrum must be protected or capable of being protected against bad weather.
A sand box and a fire extinguisher must be placed on the rostrum when the transmitter impound is placed there.

5.2.3. The driver's rostrum must be placed in a position that provides equal view of the track to each of the drivers at any place on the rostrum, during practice and

racing. The view may not be obstructed by any object (pillar, flagpole, other drivers etc.). The distance from the front of the rostrum to the nearest part of the track is recommended to be between 2 and 4 mtr.

5.2.4. Timing and lap counting area must be located at a slow part of the track, with a good view of the track for all lap counting officials. The number of the car must be readable for at least 2 seconds from that area. Car numbers must be used as provided by the Organisers. EFRA will supply EC organizers with car numbers, it's compulsory to use the provided numbers

5.2.5. Timing and lap counting area must not be accessible to competitors or spectators.

5.2.6. A result board must be positioned at a convenient place not far from the timing and lap counting area and accessible to all competitors. The result board must be protected against rain and wind. An electronic score board is recommended.

5.3. SAFETY

5.3.1. The safety of the spectators is of prime importance and must be considered when laying out track and spectators area.

5.3.2. The safety of officials, helpers, competitors and accompanying people is of equal importance, but it is assumed that they are more aware of any potential danger.

5.3.3. Spectators, competitors and officials must be efficiently protected against the cars by adequate barriers.

5.3.4. When dots are used as barriers to prevent shortcutting of corners, they must be placed in a way that cars cannot "fly" into the public when they hit the dot at full speed.

5.3.5. Technical inspection must always include the bumpers (no sharp edges allowed), or other protruding parts of the cars. They may never be placed or designed in such a way as may cause serious injuries in case of an accident.

5.3.6. First-aid supplies: The minimum should be available in case of necessity. It is recommended that there also is equipment to clean eyes in case of accident with splashing glue, methanol, petrol etc.

5.3.7. First-aid: a first-aid officer should be present during events to which large crowds will be attracted.

5.3.8. Police and ambulance services must have easy access to all areas both public and restricted.

5.3.9. A public liability insurance, against accidents, and legal liability is compulsory for all events. The cover must be applicable to all competitors and officials, irrespective of their nationality or sporting status.
A copy of the insurance certificate should be presented to the Section Chairman prior to the event.

5.3.10 Mobile phones are not allowed to be used on the rostrum, pitlane or on the track. Other transmitting devices, except those who are needed by the organiser, are not allowed to be used. With the exception of the drivers radio equipment and the equipment mentioned at 8.6.2.b).

5.3.11 In the case of a race which is interrupted for more than 60 minutes for reasons beyond the control of the organizers (e.g. bad weather conditions with safety risks for all persons at the meeting), the referees together with the Race-director will decide, after consulting with the EFRA Representative (if present) whether to cancel or continue the meeting.
If the planned number of practice rounds, qualifying rounds and finals not being possible to complete, then priority will be given in the order of one Controlled Practice Round.

Minimum number of Qualifying Rounds as detailed in Section rules.
Finals. (Finals take precedence over additional Qualifying Rounds).

5.3.12 In the interest of safety any battery pack carried on a model car must be able to be disconnected quickly in an emergency.
Note: Direct soldering of battery packs is not acceptable.
All racing batteries, car and radio equipment, irrespective of the kind of material of its composition, must be charged in a Lipo sack at all times.
LiPo sack is defined as a receptacle designed for the purpose of charging LiPo/ LiFe batteries and of a suitable construction as to contain a LiPo/LiFe fire.

5.4. LAPCOUNTING AND TIME KEEPING AND COMPUTER REQUIREMENTS

5.4.1. Independent systems must be used simultaneously at EFRA Sanctioned events.

5.4.2. For European Championships only, EFRA will check both systems.

5.4.3. These systems must satisfy the requirements of EFRA and therefore must be proposed and explained in the application.

5.4.4. Both systems will be operated by the organising club.

5.4.5. The first system must produce a record of all the individual lap times of all cars and the number of laps and final times after finishing.

5.4.6. The second system will be used as a back up system and must produce a record of all individual lap times and the number of laps and final times after finishing.

5.4.7. Lap times and final times must be recorded in hours, minutes, seconds and 1/100th of seconds. At least 1 (one) Lap Recording System must be capable of this.

5.4.8. Electronic systems are used, printouts must be kept with the record sheet, on which the final result is written down.

5.4.9. The results from the first and second system are compared and in case of differences, the time-keeping official should examine the data produced and in particular the lap time-sheets. The final decision on the result is the responsibility of the Timekeeper.

5.4.10. Race director and/or lap counting official at EC's must have a suitable working personal computer with proper, race proven programs to sort the lap times, print results from heats, final positions after each series of races within 15 minutes.

5.4.11. The time-keeping official is responsible for publication of the final results. He must store all the data produced by the 2 systems until the end of the meeting. They can be used in case of protest against the result.

5.4.12. Electronic systems must be connected to a reliable power source (Preferably not a generator). Connecting plugs must be firm and not easy to disconnect. When 2 electronic systems are run simultaneously, they should not be connected to the same power source.

5.4.13. For timekeeping accommodation requirements, see 5.2.5. and 5.2.4.

5.4.14. The official result sheets containing results of all heats, semis and finals, must be sent to the EFRA Section it concerns within 10 days of the race.

5.4.15. The clubs that apply for an EFRA event must guarantee (mandatory), that the software to be used for time-keeping provides the capability of online streaming of the lap times (lap by lap, in real time). The software used must also have the capability to store, and show online, through the hole event, the reports (including general classification) after the different heats or finals.

5.5 CLASSIFICATION OF DRIVERS

5.5.1. Qualification for finals will be based upon each driver's best single score achieved during the qualifying heats, or upon points achieved during qualifying rounds/ heats as detailed by Section/Class rules. General rules

5.5.2. In the case of more than one driver recording identical best results at the end of qualifications, the next best result is taken unless otherwise stated at class/ section rules.

5.5.3. In the case of more than one driver recording identical best results in a final the driver starting with the highest number is classified as the fastest. (e.g. if numbers 5 & 2 are equal then 5 is deemed as the highest final placing)

5.5.4. In the case of more than one driver recording identical best results in a final and having used all possibilities to sort them out without success, the qualification order will decide.

6. ORGANISATION OF EFRA EVENTS

6.1. RACE ORGANISATION REQUIREMENTS

6.1.1. Preliminary Checks: Before applying for an EFRA sanctioned event, the host club must:

a) Be confident they can offer foreign competitors a race that is worth the travelling and expense in all respects;
b) Have the track available from at least Friday-morning prior to the race (09.00 till 18.00 hours minimum), unless stated differently by section appendix;
c) Be sure the track and accommodation comply with the rules as described in chapter 5 and the section appendix;
d) Have enough experienced volunteers to organise the race, and set up a committee for this purpose to cover: lap counting and timekeeping, technical inspection, and race control facilities, organise marshalling and to arrange hotel accommodation
e) Have the necessary authorisation to hold the race, i.e. from the owner of the track or property, with regard to noise, spectators, refreshments, chargeable entries etc.
f) have the right insurance for an international event.

6.1.2. Request for EFRA Grand Prix and European Championship (see chap.3) The organising club must request the race through its National Association, who will forward this request to EFRA as described in paragraph 3.2.2. and 3.3.3. The National Association may reject such a request even before sending it to EFRA, they being in the first instance responsible for such a race.

6.1.3. Request for EFRA Sanction or other major international meetings are made in the same way. Such requests can be made to EFRA at any time of the year but before 31 August of the previous year.

6.2. INVITATIONS AND FORMS FOR EUROPEAN CHAMPIONSHIPS

6.2.1. The host Federation shall provide sufficient copies of the necessary information to the EFRA Section Chairman not less than 120 days before the event. The information shall include a program to be approved by the Section Chairman, a plan of the track, directions to the track, hotel accommodation etc.
The invitation must state whether the race is to be run in a clockwise or anti-clockwise direction.
The Section Chairman must make sure that all EFRA contact addresses receive this information, together with the entry forms, not less 90 days before the event. The information should, at the same time, be published on the EFRA website www.EFRA.ws.

6.2.2. For European Championships the National Federation is responsible for sending the entry-forms of their national team to the EFRA Section Chairman, at the latest 60 days before the event. They may send in entry-forms for up to 4 drivers additional to their country allocation for reallocation purposes. Those extra entry-forms must be marked clearly "FOR REALLOCATION".
A list of the team members, mentioning their EFRA DRIVERS LICENCE numbers, must be send to the EFRA Section Chairman at the same time. Family Names must be written in Block letters. e.g. MARTIN Angus. The name of the team manager of the country who is sending the list for the EC must also be mentioned at the entry form.

6.2.3. 55 Days before the event any places not taken will be re-allocated by Section Chairman, using the procedure established at the AGM. The reallocation will be published to all the participating countries 40 days before the event at the

latest. If the re-allocated places do not fill the entire series of heats, the host country may provide the remaining drivers. The entry fee for such will be the normal allocation fee.

6.2.4. Only drivers with an international EFRA licence can participate in a European Championship.

6.2.5. Organisers must confirm the entries of all competitors participating in the race, 30 days before the event at the latest, to both the National contact address and each competitor and through publication on the official website of the event.

6.3. INVITATION AND ENTRY FORMS FOR EFRA GRAND PRIX ETC.

6.3.1. Invitations, Entry forms and time tables with additional information must be published on, or linked from, the EFRA web site at least 60 days before the event. This information must be at least in English language.

6.3.2. The National Association distributes the entry forms to the interested drivers, completing the entry form and sending it to the organizing Club is the responsibility of the individual driver. The organizer may request payment of the entry fee in advance. If this is requested the entry form must specify the methods of payments. Among those an IBAN number with all data needed for international Bank transfer is required; other methods of electronic payment (e.g. credit card or pay-pal) are also acceptable.
If payment in advance is requested the entry is not confirmed until payment is done. Only due to exceptional circumstances the payment might be refunded in the event of a no-show previously communicated.
Closing date for the entries must be marked on the entry form but should not be later than 7 days before the event.

6.3.3. The maximum number of entries at an EFRA Grand Prix may not exceed 120 under normal circumstances or 144 in the event of heats and finals of 12 drivers or more.

6.3.4. Drivers who cannot take part because of over-subscription should be notified by the organisers.

6.4. PROMOTION AND SPONSORING

6.4.1. EFRA events must be organized in such a way that the sport is well represented to both the spectators and the competitors. Enough advertising must be made in the area to draw spectators and to interest the Press in the EFRA event. An event website for EC's should be made. Live feed of results and probably picture's/ film is advisable.

6.4.2. When sponsors are attracted, they may only be offered advertising space on cars or drivers (shirts or jackets), when the sponsors name does not conflict with any manufacturer of cars, radio equipment, engines (related to the model car sport), present or represented in the race.
Sponsors may not demand from the organisers the exclusive use of their name or their product by all competitors during the event.

6.5. CONVENIENCE AND SECURITY

6.5.1. For European Championships, public convenience and refreshments must be available to all competitors from the first day of the event onwards.

6.5.2. For EFRA Grand Prix, public convenience and refreshments must be available to all competitors from Friday onwards.

6.5.3. All possible action must be taken to avoid any danger for public or competitors (see 5.3.). The police must be advised of the meeting.

6.5.4. The Pit area must be secure. All possible care must be made to safeguard both the drivers and their equipment.

6.5.5 : Animals in pits and working areas are strictly forbidden.

7. RACE OFFICIALS

7.1. REFEREES List see chapter 1

7.1.1. The main task of Referees is to observe the racing and in particular good sportsmanship during racing.
He will ensure that the current EFRA rules are observed by everybody.
The referee for a Championship should be nominated at least 60 days previous to the event.

7.1.2. Referees are part of the International Jury when a meeting is called by the Race Director. The Referees will advise on any dispute regarding procedures associated with driving, marshalling or rostrum area behaviour.

7.1.3 Two EFRA referees, (see approved list) appointed by the section chairman after consultation with the national federation, are required for all EFRA EC's with allocated places. At least one of them must be from abroad and will be head referee. The hosting federation must provide suitably qualified substitute(s) to assist and stand in.
For GP's and open EC's one EFRA referee will suffice (see approved list). A second referee, known by name and approved by the national federation but not necessarily on the approved list may be accepted. The hosting club must provide a suitable qualified substitute to assist and stand in. EFRA does not pay any referee expenses for GP's or sanctioned International races.

7.1.4. EFRA referees are appointed by EFRA for a period of two (2) years after being proposed by their National Federation. The EFRA Referee form must be used and the registration year will be indicated on the Referee list, chapter 1.
EFRA referees must be experienced and unbiased people with a good knowledge of the English language and EFRA rules. They must have acted as Referee at least at National level in that class before being proposed by their National Federation. Each Section will prepared a list of approved Referees from those proposed together with an indication of their experience level.
EFRA Referees are divided in 3 categories
Grade C: Grand Prix or International Meetings
Grade B: European Championships
Grade A: World Championships
Grade A and B EFRA Referees must, after proposed by National Federation, receive the sanction of the appropriate Section Chairman.
Appointment to be made by the EFRA Executive Committee.

7.1.5. EFRA should pay the travelling costs (agreed in advance) of one non-national referee appointed to European Championships with allocated places at the AGM. Other costs to be supported by the organiser.
Referees are entitled to claim a maximum of 92 € (or equivalent) for lodging, sundries and meals per 24H period from the organising club. Higher costs will be the responsibility of the referee or to be arranged in advance with organiser. All claimed costs, as far as possible, must be duly documented (e.g. bills, tickets, receipts etc.) However it may be assumed that the organiser reserves decent hotel accommodation and provides comfort at tracksite (Lunches, refreshments, dinner-party etc.)

7.1.6. REFEREES DUTIES
At EFRA events at all times during the qualifying heats, both referees in turn will watch and observe the racing from start to finish.
During the finals both referees must observe the racing from start to finish. The host Federation must provide suitably qualified substitutes to stand in for

these referees should they be called away from their duties. The expenses of these substitutes must be clarified in advance between host Federation and the organising club.

7.1.7. Both referees always work together, they take decisions and issue warnings and instructions. The referees may take action after an initial warning, but in all cases a maximum of 3 warnings means automatic disqualification.

7.1.7 a The Referees will agree on any time or other penalties to be awarded following consultation with the Race Director taking into account the likely advantages to be gained by Jump Starts etc. on individual tracks. They will also decide the practical limits for numbers of pit lane mechanics. This will normally be limited to:

a) I mechanic plus Team Manager during qualification
b) 2 mechanics plus Team Manager during finals.

If space permits these numbers can be adjusted upwards.

7.1.8. POINTS OF OBSERVATION

7.1.8a. Bad sportsmanship during racing, i.e. impeding the progress of other participants, deliberate slowing down (including deliberately slowing down and/or coasting past any noise testing equipment with the intention of avoiding the checks) or waiting for another car, deliberate crashing into another car, deliberate cutting of corners and reckless driving in general.

7.1.8.b Team driving, conduct unbecoming or interfering with the fair outcome of a race (refer to rule 4.5 UNSPORTMANSLIKE BEHAVIOUR)

7.1.9. Unsporting behaviour of drivers and mechanics involved in the racing.

7.1.10. Incorrect use of the entry and exit to the pits.

7.1.11. Repairs and refuelling outside the pit area.

7.1.12. Cars that do not conform to the regulations before the start is given or during the racing (i.e. loss of the bodyshell, exceeding the noise-rules due to loss or damage of the silencer).

7.1.13. Cars that are in an undriveable or dangerous condition due to damage or malfunctioning of the car.

7.1.14. Starting procedure, i.e. writing down start line infringements and if necessary reporting these to the time-keeper.

7.1.15. It is not the duty or the responsibility of the referee to check that the cars confirm to the technical rules. This is always the responsibility of the Technical Inspector. The Section Chairman (or the EFRA appointed deputy) checks the methods used for technical inspection.

7.1.16. REFEREES AUTHORITY

7.1.16a. The referee issues warnings in the event of infringements of any of the points as described under 7.1.8.-11 and ultimately may even issue a black-flag (disqualification) when his warnings are not effective.

7.1.17. Warnings and instructions are announced by the referee himself and he keeps a record of the warnings and instructions issued (referee-notes). 3 Successive warnings lead to disqualification (black flag). Instructions issued by the referee must be observed immediately.

7.1.18. Warnings for bad sportsmanship (7.1.8.-7.1.9.) are announced with the words: "FIRST WARNING TO CAR NO.....FOR BAD DRIVING".

7.1.19. Warnings for mis-use of the pit are (7.1.10 and 7.1.11) are announced with the words: "FIRST (SECOND) WARNING TO CAR NO.....FOR MIS-USE OF THE PIT AREA".

7.1.20. Instructions for repairs (7.1.12 and 7.1.13.) are announced with the words: "CAR NO.....REPAIR BODY, SILENCER, CAR ETC".

7.1.21. The warnings and instructions issued by the referee are indisputable and final

and may not be interfered with by anyone. Under no circumstance may a warning or an instruction from the referee lead to the interruption of the whole race.

7.1.22. Appeals against the decisions of the referee must be addressed to EFRA General Secretary, after the meeting and in writing. EFRA is not obliged to act on such a complaint, but will seriously study it and answer.

7.1.23. REFEREES FACILITIES

Referees must be offered a place from where they can observe the track from the view as seen by the drivers. At an EFRA EC must this place be on the rostrum. The place must be separated from the drivers area, to assure a quiet and undisturbed working environment. Protection must be given against bad weather (walls, roof etc).

7.1.24. The place must be equipped with 2 chairs, a table, a microphone and a monitor to watch the race order. With the microphone the Referee must be able to announce his warnings or instructions at any time during the race. A system of preference for the Referees microphone over the announcers microphone must be provided by organisers.

7.1.24a Referees should be able to communicate verbally with each other, the Race Director and Lap Counting Supervisor.

7.1.25. It may be assumed that the referees comfort is provided for by the organisers (lunch, refreshments, dinner-party etc.).

7.1.26. REFEREES REPORT (EFRA REF: REFEREE 92-1/7)

7.1.26a. Both referees make up their official EFRA report directly after the race, provide a copy to the Race Director, and send copies of it to the Section Chairman and General Secretary. The report should contain general information about the organisation, accommodation and races.

Referee notes with issued warnings etc. should to be included.

7.2. TIME KEEPING SUPERVISOR AT EUROPEAN CHAMPIONSHIPS

7.2.1. For all European Championships, EFRA will approve a Time-keeping Supervisor to check the systems provided and operated by the organising club.

7.2.2. EFRA will not be responsible for the costs.

7.2.3. EFRA approves the equipment of both Time-keeping systems.

7.2.4. The organising club must provide experienced lapcounters and a suitable accommodation for the Time-keeping Supervisor.

7.2.5. The Time-keeping Supervisor is responsible for recording all the individual lap-times and total laps plus finishing time of all drivers during all heats, semi-finals and finals.

He is not responsible for the classification of the results, nor for the selection of drivers for semi-finals and finals.

7.2.6. After the finish of any heat, semi-final or final, the results of the first and second time-keeping system are compared by the Time- keeping Supervisor and in case of differences between the 2 systems, the Time-keeping Supervisor investigates both results and takes the decision on the final result. Only the results approved by the Time-keeping Supervisor may be published to the competitors and are official.

7.2.7. In case of protests against results, the Time-keeping Supervisor together with the Race-Director will check on the questioned result and will take the decision.

7.2.8. All results, written, printed or otherwise, in their original condition are property of EFRA and kept by the EFRA Time-keeping Supervisor until the end of the event (see 7.2.1.). After the event all relevant data will be sent to EFRA (rule 5.4.14). Copies of the original data are left with the organisers.

7.3. RACE OFFICIALS

7.3.1. Mandatory Officials.
In EFRA Sanctioned races it is mandatory to have the following Official positions held by different persons:
a. Race-Director
b. Time-keeper
c. Technical Inspector
Other Officials have to deal with:
d. registration of entrants, checking licences, collection of fees;
e. supervise transmitter impound;
f. giving start and finish signals;
g. lap-counting and time-keeping;
h. recording and publishing results;
i. separation of public/drivers area and track
j. supervising the marshalling around the track;
k. track marshalling.

7.3.2. Qualification of Officials.
All Officials must be properly trained and experienced persons, with the main positions held by persons with international experience and a good knowledge of the rules and the English language. All main Officials must be able to converse in English.

7.3.3. Selection of the Officials.
For EFRA Sanctioned races, the organising club may select all the Officials. The Race-Director must be approved by the National Association. For European Championships the Race-Director must be known and approved by EFRA as well.

7.3.4. All Officials, except Referees and the Time-keeping Supervisors, are subordinate to the Race-Director, who issues detailed instructions for all jobs.

7.3.5. No Official is allowed to take part in a race.

7.3.6. Officials should be clearly distinguished from competitors and spectators by wearing a band or otherwise.

7.3.7. No Race Official is empowered to make interpretations of any EFRA Constructional or Procedural Rule either during technical inspection or racing without full approval of the International Jury. During the meeting of the International Jury which is convened for the purpose of approving any such interpretations, it is the duty of the Section Chairman (or the EFRA appointed deputy) to provide authoritative guidance on the interpretation of any rule in question.

7.4. INTERNATIONAL JURY

7.4.1. The international jury consists of the section chairman if present, all Team-Managers or their deputy of the countries present, the Race Director and the 2 EFRA Referees. All decisions are taken by simple majority, one vote per person and no proxy votes. In case of parity of votes, the Section Chairman has the deciding vote. The result of each decision must be published in writing.

7.4.2. During a meeting of the International Jury, at least 2/3 of all countries must be present at the meeting. The Team Manager or his deputy must be present.

7.4.3. Responsibilities of the International Jury:
a. to adjudicate in unforeseen situations.
b. to adjudicate in the case of protests if needed.
c. to amend the schedule.
d. to check that the race is run according to the official EFRA rules.

7.4.4. When necessary, the Race-Director calls an International Jury meeting. The Referees may also call an International Jury meeting to settle disputes or protests against unforeseen situations. A written agreement of a minimum of 3 Team Managers have the power to call an International Jury meeting.
The Race-Director must provide a room or other place for the international jury to meet in seclusion.

7.4.5. The international jury is not responsible for the organisation and the well running of the race.

7.4.6 The International Jury may only adjudicate in the interpretation of the official EFRA rules. It may not either alter or ignore the rules and may not instigate it's own rules.

7.5. TEAM MANAGER

7.5.1. The Team Manager or a nominated deputy, approved by the Race Director should be present during all official racing and is a member of the International Jury. The Team Manager is appointed by his national association.

7.5.2. Responsibilities of the Team Manager are:

a. To register on behalf of his team providing the organisers with all driver's EFRA licences and frequencies.
b. Be present at the technical control. either before, during or after the end of the race, in which team members participate.
c. Look after the welfare and behaviour of his team and take care they receive proper accommodation in the pits area.
d. He must attend the Team managers meeting(s) prior to the start of the race.
e. He is the link between his team and the race direction by receiving all information referring to.
-time table changes
-frequency changes
-results after every qualification round, sub finals, semi-finals and finals
- other information referring to the race.
f. He is allowed to stay in the pit area when a race of one of his team members is in progress.
g. He will receive a list with frequencies from Race Control for his drivers before the official race (timed practice) starts, so he can check that there are no discrepancies

7.5.3. At Championships, Team-Managers preferably do not take part in the race. They must speak English.

8. GENERAL RACE PROCEDURE

8.1. PRACTICE AT EUROPEAN CHAMPIONSHIPS

8.1.1. At European Championships, at least 1 series of organised practice in heats per class is compulsory. It is compulsory to run at least the last round of the organised practice with official starting, official time keeping with the results published, as in official racing.

8.1.2. Results scored during organised practice could determine the start order (when using delayed start) in Round 1 of the qualifying heats.

8.1.3. Organised practice must be seen as a last rehearsal and test for both the organisers and the drivers and therefore all EFRA rules have to be followed seriously.

8.1.4. Free practice for all drivers CAN be allowed prior to the organised practice. During free practice a frequency board must be in use. In order to give every driver the same free practice and organised practice time a ticket system may be used under the control of the Race Director.
Whether it is free, organised or timed practice, the identity of each driver must be carefully checked upon arrival on the rostrum.

8.1.5. Free practice on the day of racing may be allowed by the organisers till 30 minutes before the start of the first heat. This is not compulsory.

8.1.6. Free practice may only be allowed between the start of the first heat and the finish of the main final at the discretion of the organiser. Free practice is not mandatory. If free practice is planned it must be well known to everybody fairly in time.

8.1.7. A driver, not taking part in the organised practice, may not complain later to the organiser in case of radio-interference etc.

8.1.8. During Free and Control Practice driver's must follow Race Control instructions - may be given in a written paper prior to the event start -, specially all instructions related to marshalling and technical inspection - e.g. go to his marshalling position after a practice, or mark chassis prior to the start of the qualifying. If a driver does not follow those instructions he will lose his best qualifying result

8.2. PRACTICE AT OTHER EFRA SANCTIONED RACES

8.2.1. At least one day of practice in heat format for all drivers who wish to take part is recommended; normally Friday.

8.2.2. During the free practice the frequency board must be in use.

8.2.3. An organised practice of only one series of only one class is optional. This organised practice should be used as a last rehearsal and test and must include official time-keeping (see 8.1.1.).

8.2.4. Practice on the race-days may be allowed till 30 minutes before the start of the first heat and after the prize-ceremony, but is not compulsory.

8.2.5. When the organizer has started organized practice, all drivers must respect the time schedule and the heats set. If a driver is caught cheating, for instance taking part in two different practice heats the driver will be disqualified from the race.

8.3. ARRANGEMENT OF THE HEATS

8.3.1. For arranging the heats the organiser must consider the skill of each driver. If the section has a grading system for licences, only drivers with the same grading may compete in the same heats.

8.3.2. One arrangement of heats may be used for one class only and must be different for following classes, with the purpose of finding different opponents.

8.3.3. Organisers may only change the composition of a heat when there is a serious and obvious problem that cannot be solved otherwise.

8.3.4. Prior to commencement of Qualifying Rounds, drivers should be re-grouped for qualifying heats taking into account controlled practice results and/or upon the Race Officials observations.

8.4. REGISTRATION

8.4.1. At European Championships drivers registration must take place on the day prior to the race. Registration will be done by the National Team Manager. During registration the drivers licence is checked. The licence numbers will be registered by the race organiser.

8.4.2. At EFRA Grand Prix and other EFRA sanctioned races, drivers registration may take place up till 30 minutes before the start of the first heat.

8.4.3. Driver's registration must involve:

- paying the entry fee (G.P.'s only, if not previously collected in advance);
- checking the required drivers license;
- receiving a list with the heat arrangement/timetable, including the frequencies used;
- receiving other necessary information

8.4.4. At every EFRA event, pre-registration may be requested by the organizers. Limit date for pre-registration must be 72 hours before the official limit time for registration. Pre-registration must involve:

Name of driver
Country
The required drivers license
EFRA License number
At least two (2) frequencies
And may involve: Payment in advance, Sending a picture for accreditation.

8.5. FREQUENCIES AND FREQUENCY CHANGES

8.5.1. Frequencies authorised by the governing body of the country concerned will be used.

8.5.2. In case of more than one driver using the same frequency during practice, the time for each driver must be divided equally.

8.5.3. In case of 2 drivers using the same frequency who qualify for the same semi-final or final, the faster qualified driver will keep his frequency and the other must change.

8.5.4. When a frequency change is required, up to 10 minutes time must be allowed following notification to carry out the change.

8.5.5. Slower qualifying drivers, who cannot or will not change their frequency, will not take part in the semi-final or final for which they have qualified.

8.5.6. If a driver must change his frequency before the start of a semi-final or final due to an error of the organisers, he will be allowed up to 10 minutes time to carry out the change.

8.5.7. If a driver finds his radio-equipment defective or has made an error in the selection of his crystals, the race will not be delayed beyond the schedule (see Racing Formats).

8.5.8. All frequencies and frequency changes must, at all times, be authorised, in writing, by the respective countries team manager and designated Official before the frequency is approved or the change is made.

8.5.9. No frequencies will be published on heat sheets and other public information. The frequencies used by the drivers will only be known to the race-officials.

8.5.10 A minimum of 10 kHz between frequencies must be used. A Frequency spacing of 20kHz between the competitors is recommended.

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. Electronic driving aids : Steering and driving/brake can only be operated by direct action of the driver using the Radio. The use of traction control devices, active suspension devices and any steering control aided by gyroscopes or 'G'-force sensors is strictly forbidden. Sensors are only allowed for the purpose of passive data recording and not for adjusting the performance of the car whilst in motion. 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! Drivers found using any of the above forbidden items/devices will be subject to disqualification from the event where the items are used and can be banned from all EFRA and IFMAR events for a period of 5 - 10 years.

8.6.2.b) Radio communication is allowed between Driver and Mechanic.

Radio Communication Rules:

a: Only designated public service bands with a maximum power output of 500 mW are allowed.
b: Radio communication can only be used by the driver their pit crew, only while their driver is on the drivers' rostrum for the duration of the race.
c: A single ear piece or one sided head set type that is not audible to others and does not reduce the ability to hear the referees' calls must be used.
d: All equipment must comply with the local & country radio communications rules.
e: Not allowed, any 2.4 GHz radio equipment.
f: Radio equipment cannot be used at any other time within or around the complex.
g: Race management has the right to test, decline or withdraw the use of any and all equipment without question.

Note: Rules, b, c & f, do not apply to race management.

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. Transmitter impound is not mandatory. It's up to the Race director in accordance with the EFRA representative to have an impound or not.

8.6.8 Should the Race Director and Organiser decide not to have a compulsory

Transmitters Impound, then such decision can be changed following a request of at least 3 Team Managers present.
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. In event of drivers marshalling, there must be a place next to the rostrum where they can place their transmitters while acting as marshals.

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.

8.7. TECHNICAL INSPECTION

8.7.1. Admission Inspection must always take place in an area protected from intrusion and before the start of the first heat. Cars must be presented for inspection as requested by the Officials any time during the meeting. Random checks on technical specifications can be done during the whole race. During Technical Inspection only the Driver or Mechanic and the Team manager are entitled to be present in addition to Race Officials. Under all circumstances it is the responsibility of the driver that his car is within the EFRA rules during a race meeting. If a car is found illegal during heats, sub-finals or final, the drivers result will be made void and the car has to stay in technical inspection until the result is published and the protest time is over.

8.7.2. At European Championships admission inspection must take place before the controlled timed practice.

8.7.3. Technical inspection must include a thorough check-out of the car, weight limit, motor, muffler, tank, batteries, tyres, homologation of bodies, spoiler and overall dimensions. At European Championships, also of the transmitter (see 8.6.2.).
Any tank found illegal after a heat or final shall be removed from the car and inspected for a second time after an initial "cool down period" of app. 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20° C. The use of artificial aids to cool the car, tank and/or the fuel in the cool down period is forbidden. Only EFRA approved equipment for measuring are allowed. Only for IC track: Any tank found illegal after a heat or final will remain installed in the car and inspected for a second time after an initial "cool down period" of app. 15 minutes. This period of 15 minutes is only necessary in case the temperatures are above 20° C. The use of artificial aids to cool the car, tank and/or the fuel in the cool down period is forbidden. Only EFRA approved equipment for measuring are allowed.

8.7.4. Only one car per driver per class will be accepted. When transmitters are checked, spare-transmitters may also be presented for inspection.

8.7.5. When a car or a transmitter does not comply with the rules, changes may be carried out before presenting it for final admission.

8.7.6. Cars which have passed Technical Inspection must be marked with the drivers

identification number, consisting the registration Entry number. This number must be applied inside the chassis plate.

8.7.7. For each competitor the race has officially started after technical inspection and admission of his car.

8.7.9. At European Championships, all cars of finalists go into a "Parc Fermé", immediately after the finish of the final and are inspected. Cars must remain with the Officials, untouched by drivers or mechanics. Any race distortion must be ignored. Inspection must be at least on:

-engine (motor)
-tank capacity (batteries)
-battery-pack and weight
-chassis (dimensions)

8.7.10. Point 8.7.9. may be applied at EFRA Grand Prix or other EFRA sanctioned races, but is not compulsory.

8.7.11. The marked part of the car, normally the main chassis, may be changed. This would be subject to any technical criteria detailed within each Section. The original marked part must be left with the organisers until racing has finished

8.7.12. 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. If a car fails to pass the technical inspection, the driver's result/time is only discarded from that heat. In a final, or sub-final, it will mean last position of that final.

8.7.13. The car shall be measured for width, length and height using equipment as detailed in each Sections Technical rules. The equipment should be constructed preferably from metal, or alternatively from high quality board suitably stiffened to prevent distortion.

The car must freely fit such equipment with any steer able wheels set in the straight ahead position, and comply with any maximum dimensions due to suspension movement that may exist in the Section rules.

The measurement of the wheelbase may be made by simple measurement of axle centre distances with suspension in any position but Race Directors should be prepared to make more exact checks in cases of doubt or protest. If is suggested that the wheels are removed and the wheel spindles are firmly placed on the blocks whilst accurate measurements are made.

8.7.14. The equipment used for technical inspection by the organiser must be made available to competitors at all reasonable times.

8.7.15. All lists of approved equipment, (i.e. Bodies, mufflers and batteries) must be available on EFRA's webpage from the 1st of March every year. This is the finale lists for this year and no changes will be made before the next year. Equipment homologated during the year will not be put on the list until 1st of March next year.

8.8. TEAM MANAGER MEETING

8.8.1. A Team Managers Meeting must be held prior to each race and per class. It must be held in English. The Race Director must call the meeting, Team-managers, Referees and other Officials must be present.

8.8.2. Team Manager meeting must be completed at least 1 hour before the start of the first timed practice and the following points must be covered as a pre-race briefing:

- security and safety items;
- starting procedure, explanation;
- disciplinary questions;
- other items concerning the contestants;

- changes in the organisation or procedures;
- presentation of the main Officials and Referees.
- details of the penalties that may be awarded and the circumstances that they will be awarded under.
- details of the number of mechanics etc. authorised to enter the pit lane during racing.

Team managers are links to distribute this info to their respective drivers

8.9. FLAGS

8.9.1. If flags are used then: Starting flag: the national flag of the country where the race is held.
Finish flag: chequered flag.
Black flag: the car in question must immediately stop in the pit to receive instructions

8.9.2. The use of the black flag by the Referee (see 7.1.8.-9.):
- drivers who impede the progress of other participants;
- unsporting behaviour;
- participants driving in a manner deemed to be dangerous.

8.9.3. The use of the black flag by either the Referee or the Race Director (see 7.1.12..13.):
- Vehicles judged to be in an undriveable or dangerous condition; after repairs have been carried out and after the Race Director or the Referee have approved the repair, they may continue their race;
- Vehicles which lose their bodies or other parts must immediately stop and carry out the necessary repairs after which they may re-start.

8.9.4. The black flag is operated by the Flagman (Starter), who receives his instructions to do so from either the Race Director or the Referee. Under no circumstance may he use the black flag on his own authority.

8.9.5. No response to the black flag (verbal or physical) within three (3) laps will lead to disqualification of the concerned participant of the whole event.

8.10. PENALTY CAUSES

Time penalties should be awarded as stop and go penalties where possible. The Referee and/or Race Director should inform the driver and the penalty should be announced through the sound system and the driver should bring the car into the pit lane in the immediate next three (3) laps where it will stay the amount of time that the race organiser has decided depending on track layout. The 'stopped' time should be announced at the Team Managers Meeting. It will not be allowed any repair or refueling during the penalty being served.
In the case that there is no possibility to call a driver for a stop and go penalty (e.g. during the last 2 -3 laps of the actual heat or final), the Referee and or Race Director will announce that a time penalty of 10 seconds will be applied. (Large scale: 1 lap). When a 10 sec. penalty is applied, the Organiser will ensure the following criteria is applied:-

1) The competitor receiving the 10 sec. penalty will have his actual Race Time (time on track) reduced by 10 secs.
2) Organiser to check results to establish the time of the last lap using the Penalised Race Time.
3) The organiser will amend the published time for the penalised driver to show a time of -- "the number of seconds over his Penalised Race Time, added to the normal Designated Race Time for drivers not receiving a penalty".

Examples:- Designated Race Time is 10 mins. (600 sec.). Driver X receives time

penalty of 10 Sec., therefore his Penalised Race Time is 590 sec.

1) X crosses the timing loop at 595 sec. at the end of lap 12. His corrected time will be published as 12 laps in 605 sec.
2) X crosses the timing loop at 589 sec. on lap 12. He can continue and completes lap 13 at 620, (31 sec lap).

His corrected time will be published as 13 laps in 630 sec.

8.10.A Penalties in time, laps or even disqualification issued by EFRA Referee:

8.10.1. Unsporting behaviour (see 7.4.);
8.10.2. Deliberate corner-cutting;
8.10.3. When a car is re-entering the race other than from the point at which it left the track (not in case the engine has stopped and has to be re-started. Then the car re-enters the race from the pits);
8.10.4. When repairs are made to the car other than in the pit area off the track;
8.10.5. If the car is pushed over the finish-line (must finish under its own power);
8.10.6. Not returning to the pits after finishing a race;
8.10.7. Driving in the opposite direction of the race direction at any time.

8.10.B Penalties in time, laps or even disqualification, issued by the Race Director:

8.10.8. If orders of Race Officials are not obeyed;
8.10.9. If acting contrary to the EFRA Rules;
8.10.10. If a driver changes his complete car for whatever the reason;
8.10.11. If a driver changes his frequency without permission of the Race Director;
8.10.12. If a driver does not return his transmitter to the transmitter impound immediately after the finish of the race;
8.10.13. Penalties in time or laps may be issued by the time-keeping Official in the case of early starts (see starting procedures).
8.10.14. The bad behaviour and deportment of any competitor or assistant person to a competitor during the whole event, which could injure the image of the sport, may become subject to National or International (EFRA) sanction;
8.10.15. All Warnings and penalties must be noted on the result sheet and on the result board for the drivers (preferably in red).

8.10.C Drugs

8.10.16 If drugs or alcoholic impacts a competitor, competitor mechanics or an Official, the penalties for a competitor will be immediate disqualification. An official and competitors mechanics will immediately be taken out of service.
8.10.17. Any driver, representative or mechanic behaving abusively may be expelled from the meeting (a meeting may be one or more days and consist of more than one event/class).

Any incidents that are likely to bring the sport into disrepute can be subject for further action from the Executive Committee.

8.11. PROTESTS

8.11.1. Only drivers participating in the race may enter a protest.
8.11.2. At European Championships a protest can only be made through the Team Manager.
8.11.3. Protests may concern:

- the Organisation (act against the rules);
- Officials (act against the rules);
- Results (only when proof can be presented showing the result is wrong);
- Other competitors (acting contrary to the rules to the disadvantage of the one entering the protest or the one the Team Manager is representing).

8.11.4. Only written protests, handed over to the Race Director within 20 minutes after the publication of results of the heat or occasion to which it concerns, will be

considered.

8.11.5. 100 € or equivalent in the host countries currency has to be paid to the Race Director, on behalf of EFRA, who will only then accept the protest. The time of receipt of the protest must be recorded.

8.11.6. The protest must contain relevant information for the Race Director to be able to discuss the protest and decide.

8.11.7. The Race Director together with either the Referee(s), the Timekeeping Supervisor or the International Jury, will deal with the protest and decide. This decision is final.

8.11.8. The decision must made within 30 minutes after the acceptance of the protest. Only for important reasons and when the International Jury has to meet, may the decision be delayed to 60 minutes max.

8.11.9. When a protest concerns semi- or finalist, either the decision must be taken 10 minutes before the start the latest, or the start must be delayed until 10 minutes after the decision.

8.11.10. After the final race, there will be a ''protest period" of 10 minutes after the provisional results have been published in writing on the score-board.
For this purpose, the publishing time of the provisional results must be noted down on the result-sheet.
During these 10 minutes, protests against the results may be presented to the Race Director who will then act according 8.11.7 and 8.11.8.
If no protests are presented within the 10 minutes "protest period", the provisional results become official and final and may be announced.

8.11.11. Appeals to EFRA against the decisions of the International Jury may only be made if submitted to the Race Director in writing with a further appeal fee of 500 € (or equivalent) before the end of the event.
Appeals are only allowed against decisions of rule interpretation or of decisions made by the international jury after protest and not the fact of rules (see rule 7.4.6).
In cases where the international jury has adjudicated in cases of protest the decision of the jury is maintained until the appeal is considered.
In cases where the international Jury has made an interpretation of the rules the decision is suspended pending consideration of the appeal.
Appeals against the decision of referees shall also be made in writing to EFRA (see rule 7.1.22) and will not alter or interfere with the race in progress and will not suspend any decision of the referees.
Appeals to EFRA must be considered at the next Executive committee meeting or before the next AGM and are always to be considered as final.

8.11.12. If protest is uphold, the protest-fee of 100 EUR must be remitted immediately.

8.11.13. The Race Director may, without a protest being made, correct results which he may deem necessary, after consultation with his organising staff and referees.

8.11.14. Protests against the decisions of the Referee, concerning the racing, are not possible. The Referees decisions are indisputable (see 7.1.21 and 22).

8.12. LAP COUNTING PROCEDURE

8.12.1. At EFRA sanctioned events, the lap counting is to be done automatically by means of an automatic lap counting system and a transponder fitted inside the cars body shell.
All competitors must supply their own Personal Transponder and are responsible for ensuring that the organizer is advised of the unique number.

8.12.2. The fitting of the correct transponder inside the cars body shell, and ensuring it has adequate signal strength is the responsibility of the driver.

8.12.3. If a driver loses the transponder during the race, or if a transponder malfunctions after starting the race-clock, the lap counting supervisor must try to count the laps and time manually. If a competitor chooses to use a transponder which is not the same manufacture of the timing decoder being used, then the competitor must accept full responsibility for any laps or times that are not recorded. In such cases, the time-keeper is not required to perform a manual count or adjust times, but may do so at his/her discretion.

8.12.4. If a driver forgets to fit the transponder during the race, the Race Director and the lapcounting supervisor will decide whether the laps are counted or not. There is no appeal against their decision.

8.12.5. Transponders must be moved to a better position in the car on the race-directors instruction, if lapcounting problems occur. Failure to comply may result in lost laps.

8.12.6. It is the responsibility of each competitor to ensure that no parts of his racing equipment generates any form of signal that in any way interferes with the automatic lap counting system. If it is proven, that interference is being caused, the Race Director must instruct the driver to modify the offending item and if this does not prove possible, the driver will be excluded from the racing.

8.12.7. The result of a heat, subfinal or final should consist of the number of laps and the time of the last finish line passing in minute, seconds and 100 of seconds.

8.13. PRIZES AND PRIZE CEREMONY

8.13.1. Immediately after the finish of the race and before the drivers leave the drivers rostrum, the unofficial winner must be declared for the public and a symbolic first place award is presented. This award must be returned to the organisers immediately after the unofficial ceremony.

8.13.2. Immediately after the official result is published, the prize-ceremony must be held.

8.13.3. Winners are not entitled to claim prizes by right.

8.13.4. Prizes must be announced in the race-program. The actual prizes must correspond with the prizes as announced. They must be of a reasonable value according to the standard of the race.

8.13.5. Cash prizes or any other means of payment (paper tickets or coins of an obvious exchangeable value) are strictly forbidden.

8.13.6. Gifts not exceeding the price of an one-eight scale car kit may be given.

8.13.7. EFRA will award the first three drivers of each official European Championship with a golden (first), silver(second) and bronze (third) medal.

8.13.8 The best driver under 17 years will also receive an EFRA award.

8.14 EVENTS ORGANISED BY ASSOCIATED MEMBERS

8.14.1 Events organised by associated members under endorsement of EFRA may not be subject to prize money or to starting premiums.

8.14.2 Applications for such events should be sent to both the President and the Secretary of EFRA at least 6 months before the start of the event

8.14.3 Such events may not have the title nor be referred to as Grand-prix, European or National Championships.

8.14.4 At least one official EFRA representative must be present. EFRA does not pay any expenses and all costs are to be supported by the organising associate member. This EFRA representative will be integrated in the officials listing and have the right to be present at all meetings and have access to all parts of the premises as an observer and auditor.

8.14.5 The relationship between the associated member and EFRA shall be that of independent identities for all purposes, and in no event shall persons employed

by either party be held or construed to be representatives of the other.

8.14.6 Racing formats and classes may be different from those described in the EFRA handbook The parts of the EFRA rules that will be applied should be clearly stated as well as the deviations on technical rulings. However the parts in the EFRA handbook referring to Legal liability, safety, security, conveniences, frequencies and drugs can under no circumstances be waived as being part of the rules fully in force.

8.14.7 The organizer accepts full responsibility for all necessary authorizations and to comply with local laws and regulations. The Associate organiser at its sole cost and expense shall procure and maintain during the term of this event with insurers of recognised responsibility for all insurances needed policies with adequate coverings.

8.14.8 Whenever prizes in merchandise are given they must be spread over at least 15 participants and have to be comparatively within reasonable proportion to each other

8.14.9 The Associated member will defend, indemnify and hold EFRA harmless from and against any and all liabilities, damages, losses, claims, fines, penalties, assessments, demands, actions, suits and judgments, including all fees, costs and expenses incidental thereto, that may be charged to, asserted against or incurred by EFRA by reason of any loss, damage or injury of any kind or nature whatsoever in any manner or to any extent resulting from or arising out of the articles or services covered by the endorsed event except to the extent resulting solely and directly from EFRA's gross negligence or wilful misconduct.

8.14.10 EFRA licensed drivers are allowed to participate at events organised by EFRA Associated Members, but their EFRA International licence may be withdrawn if they participate at International events not recognised by EFRA.

Note: The valid EFRA Section Chairman is the only person that has the right to determine events not recognised. His decision is final and cannot be protested.

8.15. MARSHALLING

Positions for marshals must be spread equally around the track and may not obstruct the vision of the drivers.

The positions must be numbered. When a position is located at a dangerous part of the track (i.e. the straight or a fast corner), this position must be equipped with protection for the Marshal (a wall, tires, a gate etc.).

The marshal's position must be furnished with gloves and/or other protection and a safety jacket which is compulsory to wear. For IC events, it is mandatory (safety reasons) that the marshal position is also equipped with a plastic or wood baton as an aid to kill a running engine.

8.15.1 Only drivers taking part in the competition may and must marshal the heat following their own, (subject to 8.15.4). The first heat will be marshalled by the drivers of the last heat.

Other than running marshals, all other marshals must remain at their posts until replaced. No other persons, except officials are allowed on the track while the race is in progress.

8.15.2 Failure to marshal or provide a competent substitute will result in the loss of the driver's best qualifying time if qualifying by Fastest Time is in operation. The loss of the best points score will be the result if qualifying is it is by the Round by Round system.

If competitors are required to marshal Finals, then failure to marshal in a Final will result in being placed last in the appropriate Final. Failure to marshal is clarified as: not being at the correct marshalling point 30 seconds prior to the

start of a controlled practice, qualifying heat or final.
A substitute marshal is only allowed if the driver is physically disabled

- Notification of the substitute must be made to the Race Director prior to the start of the race which the driver is racing in.
- If a substitute is being used for the whole event, notification must be made prior to the beginning of the first Time Practice Round.
- The driver who is substituted must stay at the Race Director's disposal in a designated area (not in the pit) up to the end of each race where he is substituted.

Failure to comply with these provisions will result in the same losses as if a driver does not comply with his marshalling duty. Designated marshals who repeatedly fail to marshal will be excluded from further participation at the event on the basis of Unsporting Behaviour and their Federation will be informed to take corrective action.

8.15.3 The organisation of drivers marshalling for the final will be the responsibility of the organiser. The main system for such will be the following one: For finals, large teams provide the most marshals, maximum 2, smaller teams 1 and very small teams none (but may volunteer to help). Marshals will be allocated designated points. Team Managers to ensure that these points are covered at all times by drivers. Only drivers taking part in the competition may and must marshal finals unless a substitute is allowed by the Race director due to physical disability. Alternative secondary systems like: Each driver taking part in a final must provide a marshal for his car number position or Drivers not bumping-up to the next sub final will marshal the positions of their car number in the immediate next sub final (descent from rostrum and go to marshal), or the driver marshal the precedent final on his side of the Christmas tree with the non-filled spots to be covered by the club can be used following a decision made by the Race Director together with the referees and the Section Chairman if present.

8.15.4 The organiser must provide a marshal for any unfilled position i.e. previous heat had less drivers or marshals missing.

8.15.5 It is the Team Manager's responsibility to ensure that drivers marshal finals. Country allocations will be decided pro-rata. Team Managers who do not fulfil their duties regarding the organisation of marshals will be reported to their Federation with the intention that they are not nominated at future events.

8.15.6 For large scale racing Marshals are not allowed. Mechanics will act as Marshals out from the pit lane. This rule cannot overrule national insurance regulations.

8.15.7 All marshals must wear safe and sensible footwear that will not become detached when performing marshalling duties. (Sandals are not acceptable).

9. STARTING PROCEDURES

9.1. Purpose of the EFRA qualifying system is to create more equal chances for the drivers.

9.1.1 The Race Director will appoint a suitably qualified person(s) to perform the duties required by Race Control in respect of all procedures required for the operation of the timing software and a Start Official to be responsible for the start and finishing procedures of all cars in Qualifying and Finals.

9.2. Starting procedure for qualifying It can be either:

a. Staggered Start: All cars are released one by one by the starter at an interval of approx. 1 second (track lay-out depending). Missing the starting procedure means that the car has to start his race from the pits or the starting line after the last car has started from the designated starting area.

b. Flying Start: Cars will be driven at the track from the moment the track is declared "Open" for practice or warm-up, there will be no call for starting procedure. The Start Official will give a 2 minutes warning to the start, this will be announced through the sound system, you will also get the time "1 minute to the start", "30 seconds to the start" and "10 seconds to the start". An audible signal and the mention "clock is running" will indicate that the heat has started. During this procedure timing cant be adjusted.

Common conditions: Each car will have its own timing. The total time will be the one designed in each class appendix.

9.3. Staggered Start: Timing/counting starts for each car separately the first time that car passes the start-line. For any cars not starting when directed, the latest that their individual clocks will be started is when:- Either:

a) Any of the cars complete a full lap. Or:

b) Maximum one (1) minute after the designated first car was called to start.

The actual starting position has to be a few meters before the start-line.

Flying Start: Timing/counting starts for each car separately the first time that car passes the start-line or as maximum as when a 150% of a standard lap-time for the track has passed since the clock is running.

9.4. The position of the lap-timing antenna (loop) within the track at EC events must have the approval of the EFRA Section Chairman (or the EFRA appointed deputy).

10. RULING

10.1 PRECEDENCE

10.1.1 As long as appendix rules concerning specifications and race procedure do not clash with EFRA's spirit regarding fair racing they take precedence over the general rule governing the same item.