



EFRA[®]

RC MOTORSPORT EUROPE

EFRA HANDBOOK 2026



ASSOCIATED

O.S. ENGINE

HOTRACE

DXF POWER BATTERIES

Mecattech

Intellect

Gens ace

GP Tyres

ABSIMA

SUNPADOW

RUDDOG

VMC
The Winning Tyres

EZ POWER

STEAD

LRP
BLUE IS BETTER

HOBBYWING

TEAM EAM

Schumacher
racing-cars.com

WORKS

SCS M2

amain
PERFORMANCE HOBBIES

CAYOTE

J-TECH
RC PERFORMANCE

EXALT
RAISING THE STANDARD TO A HIGHER POWER

CAPRICORN

OptiPOWER
...your passion

CORSATEC

SAMBA

XRAY

MATRIX
RACING TYRES

**Support our Associate Members...
...they support your racing!**

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

1. Name and scope

The name of the Federation is the European Federation of Radio Operated Model Automobiles (hereinafter referred to by the acronym EFRA). EFRA was established in 1973 and has since then been recognised as the first and sole continental authority to regulate and run European Championships for Radio Controlled car racing. EFRA's aim is to create rules to enable fair competition at RC car racing events across Europe at European Championship events, and these procedures may also be adopted by its members.

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

3.1 Country Federation Membership.

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 EFRA 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.

3.2 **Manufacturer Associate Membership.**

- a) 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.
- b) Benefits and rights of Associated Members:
Attend and participate to manufacturer meetings organised by EFRA. Attend General meetings as an 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 agenda's.
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 [c & d] below.
- c) Use of EFRA Logo's by Associated Members:-
Associated Members of EFRA are allowed to state that they are an Associated Member of EFRA in any company advertising or on any products. EFRA will supply a specific logo (EFRA Associated Member) to be used for this purpose when a company becomes an Associated Member. Other wording such as: "EFRA Approved Manufacturer" etc. is specifically not allowed. The use of this logo does not constitute that any product is homologated/approved by EFRA. 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.
- d) Additionally; if EFRA has an homologation/approval process for any specific products, then an Associated Member is allowed to state that a specific product is approved by EFRA. This only applies to products that have been officially approved by EFRA and are included on an EFRA homologation or approved list. EFRA will supply a specific logo (EFRA Approved Product) for this purpose. Other wording such as:- "EFRA Legal, accepted, preferred, recommended" etc. is specifically NOT allowed. 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 Product" on any item.

3.3 **Use of Logo's by Manufacturers not having Associate Membership.**

- a) Manufacturers or Companies that are not Associated Members of EFRA are specifically NOT allowed to include any unauthorised EFRA logo, trademarks or wording in any advertising or on any products, that could be construed to depict 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 lists.
- b) Manufacturers or Companies that are not EFRA Associated Members, but have specific products approved by EFRA, are allowed to portray in advertising or on the specific product that the product has been approved by EFRA. This only applies to products that have been officially approved by EFRA and are included on an EFRA homologation/approved list. EFRA will supply a specific logo (EFRA Approved Product) for this purpose and this is the only reference to EFRA that can be used. 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. Other wording such as: "EFRA Legal, accepted, 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 whatsoever can be made against EFRA in such cases 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 Product" on any item.

3.4 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.

3.5 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. Vice President
3. General Secretary
4. Section Chairmen
5. Treasurer

Candidates for any Board position, can only be proposed by recognised officials of an EFRA Member Federation or by the existing Board of EFRA. EFRA reserves the right to refuse any such proposal from an EFRA Member Federation. The position of Vice President has to be from within the existing EFRA Board following any elections at the AGM and will be decided annually by the existing Board members. 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) President shall be elected for a 4 year term and the General Secretary and the Treasurer as well with an split separation of 2 years among both elections 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 to the 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. If the authorised person is not resident in that country, then their own country must also provide written authorisation.
- b) Each country shall also be entitled to one vote at any section meeting where those have paid all EFRA invoices issued more than 30 days prior to the AGM, 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 Keeps abreast of all facets of bookkeeping and the financial situation of E.F.R.A.
- 4 before the end of February 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.
- 5 During the year send invoices to Member Countries or persons when requested to do so.
- 6 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.
- 7 Every three months produces a report for all Committee Members giving details about the financial situation and status of all debtors.
- 8 Pays the expenses declarations of the Committee members within a week of receipt.
- 9 Refunds all the deposits as soon as the Section Chairman sends his approval.
- 10 Visits important races.
- 11 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.
- 12 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. When the section Chairman is not able to attend the event, he will appoint an EFRA delegate.
- 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" registered drivers when needed and decides upon the validity of an EFRA Registration.
- 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 many 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 will be invoiced to the Federation by the end of February 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

3.0. During the extension of the Covid19 pandemic scenario in Europe the EFRA Executive Committee has the allowance to apply flexibility to the rules to make the day to day running of EFRA and its events operative. The allowance is extensible to implement extra safety measures when needed.

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) and/or retention performance bond 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 will preferably held during the summer months between the last full week in June until the middle of September. Changes to this pattern may only be made at the AGM or EFRA committee meeting.

3.2. EUROPEAN CHAMPIONSHIPS and WORLD 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 any World Championship will be decided by the EFRA AGM, subject to time-frames required by IFMAR this may require a postal vote. 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.

This information as comprised from a to q will be the base of the Stage Report 1

for the event to be sent to EFRA before 31 December of the respective precedent year. 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 Sanctioned event, in the 4 years prior to the application, preferentially on the proposed track. If the National Association is experienced in holding EC events and is 100% involved in the organisation of the proposed EC event this requirement could be waived. During the year before a European Championship an EFRA sanctioned event will take place. If an EFRA Referee is present at this event in the previous year before the EC, the EFRA Referee will check that all EFRA Standards are met. If due to any reason, the EFRA Referee finds that required EFRA Standards are not reached he will inform directly on that subject to the EFRA Section Chairman & the EFRA General Secretary. During all EC events, an observer for the organiser of the next European Championship for the specific Section/Class must be present at least 3 days. An EFRA sanctioned event must be held on the same track minimum two (2) months, maximum four (4) months before the EC. Any of the above requirements can be waived by the EFRA Section Chairman or EFRA Board if it is considered that the organising Club and the National association has the required experience and organising skills.
- 3.2.4. The National Association of an EFRA country hosting a European Championship or World Championship is subject to cover the extra expenses of the EFRA involvement in that race.
- 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. For a World Championship, a contract signed by EFRA, the National Federation and the Organiser is required.
- 3.2.6. At the AGM section meeting preceding the event the host country of European or World 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 or World Championship, the host club should be sent a copy of the EFRA handbook. Additionally, for World Championship, the Organiser will be informed of all relative IFMAR rules and requirements.
- 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). Similar procedures are required for a World Championship, but the time-line may be sooner and the EFRA Section Chairman must be involved.
- 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 A venue can apply for more than one European Championship event or IFMAR World Championship each year and this for all sections together within each section. When an organisation applies for more than one section and this organisation is assigned initially more than one European Championship event, the relevant Section Chairman has to announce at the AGM which European Championship will be organised. In the case of the non-accepted/postponed venues, the choice is given to the second location, unless there is no other alternative.

3.3 EFRA GRAND PRIX

- 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.

An EFRA Grand Prix must have an EFRA Sanction. In order to obtain such, an application must be sent to the EFRA General Secretary to be received at the designated date.

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 €15,- . 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.

- 3.3.5. National Federations organizing EFRA Grand Prix are subject to the Sanction-fee established at rule 3.5.

- 3.3.6. If an EFRA ranking system is used, each section determines their own procedures.

3.4. INTERNATIONAL AND PROMOTIONAL RACES WITH EFRA SANCTION

- 3.4.1. For important International and Promotional (PR) 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. The EFRA Section Chairman or the EFRA Board will decide if the EFRA sanction should be granted.

- 3.4.2. National Federations organizing International and Promotional (PR) races with an EFRA Sanction are subject to a Sanction-fee established at rule 3.5.

- 3.4.3. Organisers of important Promotional (PR) events can apply for an EFRA sanction to obtain EFRA recognition for the event . The event will then be included in the EFRA calendar and listed in Event Information . PR events are subject to an EFRA sanction fee that will be invoiced to the respective Federation . There will be no handling fees for PR events. The EFRA Section Chairman or the EFRA Board will decide if the EFRA sanction should be granted.

3.5. EFRA SANCTION FEES

- 3.5.1. All the EFRA Sanction fees are established annually by the AGM and published in the minutes of the meeting.

- 3.5.2. EFRA will invoice respective Federation or Applicants through the federation for the EFRA Sanction fee by the end of February 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 Federation 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 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 an EFRA Event is cancelled for whatever reason, the sanction fee can be retained.

3.5.7. FEES (all amounts quoted in Euro)

Membership Fees

Annual Subscription	500
Associate membership	1000

Sanction Fees & Deposits:-

European Championship	460
EC Retention bond: See Rule 3.6.8.	
Grand Prix sanction fee	200 + handling fee
Grand Prix deposit	600
International Race sanction fee	200 + handling fee
Promotional Race sanction fee	200 + handling fee

Entry Fees:-

European Championship	170
European Championship 2 classes	230
Current two class events are:	
1/10th Off Road 2WD and 4WD,	
1/12th Spec and Mod,	
1/8th and 1/10th IC On Road 40+,	
1/8th GT IC and Electric,	
1/10th Electric on Road: Mod with F1/FWD, or Spec with F1/FWD.	
Grand Prix (maximum)	50

EFRA Supporting fees:-

EFRA Golden Sponsor (max. 5) to be negotiated with EFRA
 EFRA Single Event Title Sponsor to be negotiated with EFRA, and income to be shared with Organising committee by contract.

EFRA Handling fees:-

European Championships, 1 Class	50	
European Championships, 2 Classes	60	
GP	15 Euro per entry	
International Race	5 Euro per entry	
International Promotional Race	no handling fees taken	
World Championships	IFMAR Rates and 10% added For EFRA in US Dollar 2026	
Entry fee 2 classes electric	280	+50
Entry fee IC class	255	+50
Entry fee stand alone electric class	255	+50
Entry fee short 3 days event	230	+50

Supporting class during WC event, 25 USD for IFMAR	130	+25
Supporting class before or after WC event, 40 USD for IFMAR	145	+40

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	60	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.

All above fees applicable starting November 2025.

Paypal payment is accepted and can be done as a friend and family payment.

In any other case 5% on the amount needs to be added. If the transfer costs are not covered, they will be claimed.

3.6. ALLOCATION PROCEDURE FOR EUROPEAN AND WORLD CHAMPIONSHIPS

3.6.1. For European and World Championships, member countries that have paid all membership fees, can apply for allocated places within each Section (or Class), each member country is entitled to have at least one (1) place allocated at the AGM which must be confirmed by 21st January.

Application for places to be submitted to the Section Chairman before or at the AGM, but no later than 21 January.

3.6.2. At the Annual Conference, each Section establishes the 'provisional' allocations for next years Championships, (additional to the entitled one (1) place), from the official applications of the member countries submitted to the Section Chairman. NOTE : Allocation numbers recorded at the AGM are not 'binding', as countries have until 21 January to confirm the 'final' number of allocations requested, which may result in an event being oversubscribed.

Final Numbers MUST be confirmed to the relevant Section Chairman by 21st January latest, following the conference. Any places not confirmed by this date can be reallocated to member countries that have places on the reallocation list.

3.6.3. When determining the 'final' allocations for each country, post 21 January; host country places and defending Champion places (3.6.6 & 3.6.7), together with any Section rules relating to current World Champions should be established first. Then the following points should be considered, in order of priority:

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

Separate procedure exists for Electric Sections (see Appendix 3, 7.2.5.)

3.6.4. At the Annual Conference, the Chairman will detail the 'provisional' allocations list to the Meeting. It is the responsibility of the Section Chairman to establish the 'final' allocation list for each event after the dead-line date of 21 January when ALL allocation requests have been received. The Section Chairman will distribute allocations to countries that have applied in a fair manner, based on the parameters in rule 3.6.3.

- 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 registration must be done at the EFRA web site 40 days before the EC. Failing to register this data in time may 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, places will be provisionally allocated at the AGM. Federations MUST then confirm their Final Numbers for each event to the relevant Section Chairman no later than 21st January following the AGM. NOTE: ALL EFRA; invoices, payments or deductions will be based on the Confirmed Final Numbers submitted by 21st Jan. for each event. A 'change of mind' to these Confirmed Final Allocation Numbers, for whatever circumstances, DOES NOT CONSTITUTE A REFUND.
EFRA will invoice the Federations according to the Confirmed Final Numbers (21st Jan.) 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 February and must be paid to the EFRA Treasurer no later than end of March. EFRA will receive 30 euro from each entry fee, based on the total of Confirmed Final Numbers (21st Jan). EFRA will pay the organising Federation 75/80% of the remaining entry fee (after the 30 euro deduction), based on the Confirmed Final Numbers. This amount (75/80%) 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. The remaining 20/25% of the entry fees (after the 30 euro deduction) will be retained by EFRA as a 'performance bond' to cover any expenses for : Referee, Time-Keeper, Race Director or any other key positions if EFRA deem it is necessary to appoint such positions. Any balance from the 'performance bond' will be paid to the Organising Federation after the correct completion of the event.
EFRA will inform the Organising Federation the Confirmed Final Numbers that will be paid by 1st. Feb.
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 Organising Federation.
NOTE: The above 'performance bond' can be varied at 20-25% at the discretion of the Section Chairman.
- 3.6.9 European Championship places that are allocated at the AGM and confirmed as Final Numbers (by 21st. Jan.) 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 Jan.).

- 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 (21st. Jan.). 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 21st. Jan.), 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 cancellations 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 provisionally allocated at the AGM. Federations MUST then confirm their Final Number 'required' for each event to the relevant Section Chairman no later than 21st Jan. 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). When the Final Confirmed Allocation Numbers have been agreed; then a 'change of mind', for whatever circumstances, DOES NOT CONSTITUTE A REFUND.

The entry fees are payable in € at the actual exchange rate. in advance to the EFRA Treasurer. The entry fee is established by IFMAR and is subject to a 50 USD 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 must be sent by email and receipt must be confirmed 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. The organisation of EFRA is responsible for maintaining Rules and Procedures as agreed by the EFRA member countries, for which all EFRA sanctioned events must comply with. EFRA Officials cannot and will not accept any legal liability resulting from any situation that may take place at an EFRA Sanctioned event at which they are acting in an advisory or supporting role. EFRA or their officials are not responsible for any claims relating to; injury, damage or loss of equipment or any other financial loss resulting from any procedures or equipment used by the organiser at any EFRA sanctioned event. EFRA is not responsible for any claims for any financial loss as a result of an EFRA sanctioned event having to be cancelled or curtailed. Competitors or 'their guardian' can be requested to sign an agreement to these conditions before taking part in any EFRA sanctioned event.

4. INTERNATIONAL DRIVERS REGISTRATION

4.1. OBJECT OF THE INTERNATIONAL DRIVERS REGISTRATION:

EFRA Member Federations are authorised to approve driver Registration on the EFRA website entry system for persons that are current members of their Federation. Registration approval is for one calendar year ending on 31st December. Federations must review current members each year. A driver's Registration 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.

4.1.1. Competitors can register their personal data on the EFRA website database (www.efra.ws). Competitors can only register for entry to WC and EC events by using the EFRA entry system for the specific event(s), but will NOT be considered as having a confirmed entry to the event(s) until their National Federation has APPROVED the registration. When registering to compete at a WC, EC or GP event, the competitor must agree to accept and comply with all EFRA rules and procedures.

4.1.2. Entry approval: for entries at EC's or WC's must be made by the National Association that have granted and approved the EFRA Registration, using the entry system on the EFRA website (www.efra.ws). The registration will have a unique number issued by the Federation and must include the two letter country code of the National Federation with the Registration Number. Event Organisers will register the EFRA Registration Numbers. Each National Federation shall be entitled to issue EFRA Registration and/or Approval to :-

1) It's National Federation Members (holding Federation country passport) that have current membership, that are deemed acceptable by the Federation. 2)

To National members of other countries represented in EFRA, providing :-

a) The driver can produce definitive proof of residing in the country issuing and approving the registration.

b) That their parent National Federation (the country of their passport) gives its prior agreement to the issuing of the registration by another Federation. This can only exist on an annual basis and will cease to be in force at the end of each year. c) That their parent National Federation has cancelled any approved EFRA registration originally issued if such exists.

4.1.3. No person that is authorised by their parent National Federation (country of passport) to apply for EFRA Registration by another National Federation, is allowed to hold EFRA Registration from their parent National Federation valid for the current year. If for exceptional reasons, an EFRA Registered driver wishes to change the nationality of his registration during any year, he is only be able to do so after having obtained his parent National Federation's consent and once his parent Federation registration has been cancelled.

4.1.4. Foreign drivers from countries outside the EFRA Bloc not holding a passport or legal residence of an EFRA country, can only be registered and entered to an EC or WC by the EFRA Board or Section Chairperson in exceptional circumstances. EFRA member federations take priority up to three (3) months prior to the event.

No Non European competitor may claim the title of European Champion.

4.1.5. All competitors at EFRA Grand Prix and other EFRA sanctioned events (not including EC's or WC's) must have a valid National Licence issued by their National Federation where one exists. In the event of a National Association not existing, the drivers registration can be authorised by an EFRA Section Official. Drivers with EFRA Registration take precedence over non-EFRA registered drivers at an EFRA Grand Prix in the event of over subscription.

4.1.6. Any European driver who has a European passport and holding EFRA Registration (or previously EFRA licenced) in the past years in any class, and who has participated in an EC in any class in the past years, is not allowed to participate in a World Championship in any class for another International Bloc. Any driver found doing this, will not be allowed EFRA Registration for the next 2 years.

4.1.7. If IFMAR does not hold a Large Scale World Championship event in any year:- Then drivers from other Blocs within IFMAR and Efra none section member federations can apply directly for EFRA registration (through the section Chairman) and pay the entry fee directly to EFRA for an entry in a Large Scale European Championship event of that year. Efra member federations take priority up to 1st February prior to the event . (See rule 4.1.3 b which is applicable).

4.2 CANCELLATION OF INTERNATIONAL EFRA REGISTRATION.

4.2.1 Member Federations have the absolute right to issue, approve or cancel International Registration.

4.2.2 EFRA additionally reserves the right to cancel or withdraw International Registration 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 International Registration.

b) Has been excluded from his National Federation. Note: See rule 8.14.10.

4.2.3 Cancellation of EFRA International Registration 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.

4.2.4 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.

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

4.3 TEAM DRIVING:

4.3.1 In a case where team driving, unsporting behaviour or conduct by persons that is construed as being prejudicial to a fair race are suspected and the EFRA designated referee deems a racing penalty unsuitable, for example after a car retires for a race, they will report to the most senior EFRA official present who will determine if there is a case to answer. Where the EFRA official deems there is to be a case to answer, a decision will be made on the same day.

4.3.2 Any driver directly involved will be given the opportunity to put "their" case forward to the EFRA Official, for a decision to be made.

Where drivers leave the venue, a decision will be made in their absence.

4.3.3 The sanctions available to the EFRA official include a final warning or to refuse the subject attending or participating in any meeting or event for incremental periods of six month up to a maximum period of five years. Any sanctions applied will be effective immediately. Final warnings will remain active for a period of 2 years. All decisions will be ratified at the next EFRA board meeting.

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.
- 5.1.10. The Organiser must provide 'Passes' for all persons officially deemed to be allowed access to the track area, rostrum and pitting area. No person is allowed access to these area's without an official organisers pass.
Official passes should denote:-
 - Competitor Pass. Includes: competitor name and event competitor number.
 - Mechanic/Pit-Crew Pass. One for each competitor.
 - Team Manager Pass.
 - Race Official Pass.
 - EFRA Official Pass.
 - Visitor Pass.

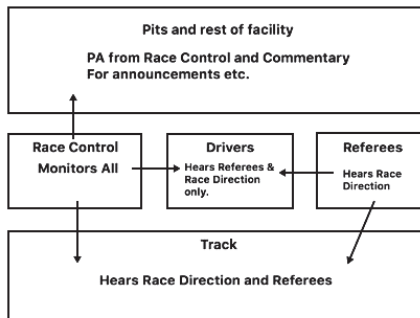
5.2. ACCOMMODATION REQUIREMENTS

- 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.
- 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 before the pitlane in, 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.
- 5.2.7. A suitable public-address system must be provided. It must be capable of fulfilling the referee's requirements on the rostrum (7.1.24), making clear announcements to the pit area and able to make safety announcements on the track area. It must have some means over riding any commentary in the track and pit area. It is not allowed to feed any commentary to the rostrum and pit lane.



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 modelcar must be able to be disconnected quickly in an emergency. and its connectors must be firmly attached to avoid overheating – Connectors requiring the use of a tool to remove them are prohibited.
Note: Direct soldering of battery packs is not permitted.
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. 2 completely 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.
- 5.5.5. Any driver not starting any final (DNS) will receive maximum points for that final +1

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 and publish race results in the internet as the race advances.
 - 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.

All this updated information will constitute the base of the STAGE REPORT 2 that must be available at least 90 days before the event.

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 or Driver is responsible for registering their national team at the EFRA tool, latest 40 days before the event filling all required data correctly, including transponder numbers & the date of birth for each entrant. They may submit a waiting list for up to 4 drivers additional to their country allocation for reallocation purposes. Those extra 4 names must be clearly pending on EFRA approval.

In respect to Events open to IFMAR collaboration, overseas drivers will be registered by their respective IFMAR Bloc.

- 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 Registration 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.

All event information should be hosted on the EFRA website. Live streaming of the event including results is required

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.

6.4.3. Local promotion of the Event is the responsibility of the local organisers and the National Federation, the latter will liaise with EFRA to co-ordinate materials to ensure consistency.

Minimum requirements will be the information provided at the application as requested at rule 3.2.2.

International promotion of the event is EFRA Responsibility, this will be done via the driver database and regular updates to social media and any other outlets as EFRA sees fit. It is the intent that All EFRA registered drivers receive information about All the events that EFRA sanctions.

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. At all EFRA EC's with allocated places, the Section Chairman will directly appoint the Head Referee from the EFRA approved list with a grading of 'A' or 'B' for the Section Class. The Head Referee must be from a country outside the host Federation. The Section Chairman will inform the host Federation and Organiser who has been appointed. The host Federation will nominate a second Referee for the Section Chairman to approve. This person should preferably be on the EFRA approved list for the Section Class (any grade), but can be a competent National Referee with experience for the Class. The host Federation must also provide suitably qualified substitute(s) to assist or stand in when needed. For GP's; the same procedures applies, except that the EFRA Head Referee at a GP event can be of any Grade (A, B or C) from the EFRA approved list. 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 will pay the travelling costs (agreed in advance) and 50 € per racing day as a compensation for the effort dedication of one Non-National Referee appointed by EFRA to European Championships with allocated places at the AGM. All other costs (Hotel, meals, sundries etc.) to be covered by the organiser. EFRA will retain a 'performance bond' (rule 3.6.8) from the Entry Fees paid to the Organiser/Federation to cover these costs and any balance will be paid to the Organiser/Federation at the end of the year, or when all costs have been ratified and the EFRA officials have confirmed the event was to EFRA standards. It is assumed that the Organiser will reserve adequate and decent hotel accommodation for the EFRA appointed Referee and provides comfort at trackside (lunches, refreshments, dinner-party ticket etc.). If the accommodation reserved by the Organiser is deemed unsuitable, the EFRA Referee has the right to seek an alternative. The EFRA Referee is entitled to claim a maximum of 130 Euro (or equivalent) for Hotels, meals, sundries per 24hr. period. Higher costs will be the responsibility of the Referee. All costs claimed, must be duly documented on the expense claim to EFRA with receipts provided. The EFRA Referee will inform the Organiser/Federation of the costs that will be claimed prior to leaving the event. The organiser has the right to settle some/all of these costs direct, therefore reducing any claim by EFRA against the 'performance bond'.

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) 1 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

- 7.2.8. the Race-Director will check on the questioned result and will take the decision. 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
- d. Risk Management Officer.

Other Officials have to deal with:

- e. registration of entrants, checking licences, collection of fees;
- f. supervise transmitter impound;
- g. giving start and finish signals;
- h. lap-counting and time-keeping;
- i. recording and publishing results;
- j. separation of public/drivers area and track
- k. supervising the marshalling around the track;
- l. 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 its 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 at least 6 weeks before the event.
- 7.5.2. Responsibilities of the Team Manager are:
- a. To complete registration on behalf of his team providing the organisers with all driver's EFRA data and transponders.
 - b. Has the right to 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
 - transponder issues
 - 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 Transponder numbers 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. 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. 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 registration, 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 the results from final rounds of Free Practice or from Controlled Practice and/or upon the Race Officials observations. For EFRA GPs, the reseeding has to be based on controlled practices from Friday and Saturday.
- 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 or personally by each driver. During registration the drivers EFRA Registration is checked. The registration 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 information;
 - receiving a list with the heat arrangement/timetable, including the personal transponder 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 Registration number
 - Transponder number
 - Email Address and agreement of the driver to send results.
- And may involve: Payment in advance and/or sending a picture for accreditation.

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 at certain classes.
- 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.
- h. The equipment must not be carried whilst marshalling.

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

- 8.6.3. Transmitters may never be taken onto the track during racing.
- 8.6.4. Transmitter impound is not mandatory. It's up to the Race director in accordance with the EFRA representative to have an impound or not.
- 8.6.5. 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.
- 8.6.6. 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.
- 8.6.7. 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.
- 8.6.8. 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 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 have to 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 All Team Manager Meetings must have its correspondent "distribution information time" advised to be 20 minutes.

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. The Referees may declare during the race, but they are not obliged to, a RACE

INCIDENT UNDER INVESTIGATION for possible infringements committed in the last minute or last 2 laps of the concerned race, whatever of the 2 options may be larger in time. Those RACE INCIDENT UNDER INVESTIGATION can be decided by the Referees in the next immediate minutes to the final of the race after checking it. 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 Referees will announce that an appropriate time penalty will be applied (Large scale: 1 lap). When a time penalty is applied, the Organiser will ensure the following criteria is applied:-

- 1) The competitor receiving the time penalty will have his actual Race Time (time on track) reduced by penalized time.
- 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 be 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 20 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 20 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 20 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), payable to EFRA, 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 upheld, the protest-fee of 100 EUR must be remitted immediately. If protest is rejected money will be sent/given to EFRA. If the appeal of rule 8.11.11 is accepted money involved must be sent/given to EFRA, whose will act accordingly.
- 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).
- 8.11.15 The result/decision of a protest (including the evidence used to come to said conclusion) must be made formally to the protestor in writing as well as published on the event notice board for all to see.

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. The driver is responsible for the functioning of his transponder. If during the race, the primary loop fails to count one or more laps but the secondary loop does, the missing laps may be awarded. If both loops fail to count one or more laps, they will not be added. In such cases, the timekeeper is not required to manually count or correct the times. The use of an EFRA finish line camera may be used in the event of a transponder failure, or protested timing result.
- 8.12.4. If a driver forgets to fit or activate 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.
- 8.12.8. The organiser of EFRA events must put a minimum of screens in the pit lane, boxes and visitors area in order for everyone to be able to follow the races on site.
- 8.12.9. The organiser of EFRA events must be able to produce and display on line live results from lap counting for everyone to be able to follow the races on line.

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 junior driver under 16 on 1st January of the event year, will receive an EFRA award.
- 8.13.9 The minimum trophies/awards that will be supplied by the Organiser is : - All 'A' finalist drivers , top three drivers in the 'B' final and the winners of all other finals.

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 Registered drivers are allowed to participate at events organised by EFRA Associated Members, but their EFRA International Registration 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, tyres, 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:

1. Qualifying by Fastest Time system: Failure to marshal during Qualifying or provide a competent substitute agreed with the Race Director, will result in the loss of the driver's best Qualifying time. Applied when all Qualifying has been completed.

2. Qualifying by Round by Round system: Failure to marshal during Qualifying will result in a driver being demoted in the Final Qualifying Classification by a 'fixed' number of places. This will be applied when all Qualifying Rounds have been completed and direct to the Overall Qualifying Classification before designating any; Finals, Sub-Finals, Super-Pole races etc.

The number of places demoted will be equivalent to dropping one Final or Sub-Final and retaining the same grid position number in the demoted Final.

Therefore drivers within the number of places demoted will move one place higher in the adjusted Qualification Classification. The number of places demoted will vary for different Sections or Classes. eg. Straight Finals with no 'bump-up' (most Electric Classes) A grid 2 demoted to B grid 2.

Single side Finals with 'bump-up' A grid 2 demoted to B grid 2.

Xmas Finals (A & B tiers) with 'bump-up'

With some drivers direct to Main Final Main grid 2 demoted to B Semi grid 2.

With no drivers direct to Main Final B Semi grid 2 demoted to B Quarter grid 2.

This could be applied more than once to any driver that repeatedly fails to marshal during Qualifying. (Note: See also App.2 Rule 2.4, extra detail for 1/8 Off-Road).

3. Finals. 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.
4. During the Reseed heats the driver receives a 5-position penalty on the final reseeded ranking.

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.

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