

INTERNATIONAL FEDERATION OF MODEL AUTOMOBILE RACING



GENERAL RULES FOR IFMAR WORLD CHAMPIONSHIPS

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GENERAL RULES FOR IFMAR WORLD CHAMPIONSHIPS

For the purpose of these rules, the R/C Car World Championship for all classes of radio-controlled model cars will be referred to as the "World Championship".

The Organiser(s) of the World Championship will be referred to as the "The Organising Committee" (TOC)".

1. GENERAL

1.1 IFMAR

The World Championship is sanctioned by the International Federation of Model Automobile Racing (International non-profit association), hereafter referred to as IFMAR.

IFMAR is the only body entitled to announce the official World Championship results.

IFMAR may act at any time during the preparation of the World Championship, during the World Championship and after the World Championship and change anything that IFMAR believes is against the interest of the sport, including the interpretation of existing rules of the World Championship if it is discovered that a rule can be used or interpreted against the sporting spirit of the World Championship.

Depending on the character and/or the urgency of the matter, IFMAR will consider the sporting interest before anybody's financial interest, including the TOC interest.

The World Championship is organized by an IFMAR Active Member Bloc, detaining the sporting power for the region, who subcontracts to the national body and the organizer's TOC. The active member bloc upholds final responsibility at all times.

1.2 ORGANISER

The World Championship is materially organised by TOC under supervision, of the active member bloc and the national body.

1.3 ALLOCATED PERIODS FOR WORLD CHAMPIONSHIP EVENTS

1.3.1 IC (Internal Combustion)

The events to be held in the even years are the 1/8th off-road World Championship and 1/10th I.C. (gas) on-road 200mm Nitro Touring Car World Championship.

The events to be held in the odd years to be the 1/8th I.C. (gas) World Championships, the 1/5th I.C. (gas) on-road World Championship and the 1/8th I.C. (gas) GT World Championships.

The recommended period for such events is the second part of the year preferably.

1.3.2 ELECTRIC

Events held in even years can be the 1/12th and 1/10th ISTC on-road electric and the Drift Class World Championships.

Events held in odd years to be the 1/10th 2WD & 4WD off-road electric

The on-road electric events can be run at different venues and dates.

The recommended period for such events is the second part of the year preferably for 1/10th ISTC and for 1/12th when organized as standalone, in the first part of the year

1.4 WORLD CHAMPIONSHIP CONTRACTS and FINANCIEL ASPECTS

1.4.1 All World championship contracts must be agreed and signed immediately after the venue selection or at least eight (8) months before the event. For each World Championship event organized a sanction fee of 1000 USD must be paid, together with a Race Service Level Guarantee Bond of up till maximum 2000 USD. After signing of the Contract no rule changes that may influence over the organising aspects are allowed, except for blatant errors, unforeseen circumstances or urgent matters. WC for (2WD&4WD) is one event, WC Electric track could be 2 events when classes are organised at different venues and different dates

1.4.2 Invoicing/payments: At the time of signing, or eight (8) months beforehand, the Race Service Level Guarantee Bond of up till maximum 2000 USD must be paid into the accounts of IFMAR, for which an invoice is send out. This bond is refundable. The maximum of 2000 USD, in full or in part, will be returned on the satisfactory completion of the event as adjudged by the relative Executive Board of IFMAR. The sanction fee of 1000 USD to organize the event will be paid/settled with the first transfer of the entry fees. In all cases the invoice to be send to the bloc in charge or as written in the contract.

1.5 ORGANISATION

1.5.1 To allocate events among the different IFMAR member Blocs, IFMAR will use a rotation list for each different kind of event, either in the Electric or in the I.C. Section. The rotation lists are established for the forthcoming period of eight (8) years and will be revised yearly at the IFMAR Annual General Meeting.

The rotation lists must not allocate to the same Bloc more than two (2) events per year (a single event may comprise a double Championship), unless absolutely unavoidable and the Bloc in the rotation order wishes to hold the events. Set out below are the rotation lists for future IFMAR World Championship events to 2030, using the year 2019 as the starting point.

ROTATION ORDER OF IFMAR WORLD CHAMPIONSHIPS (provisional, due to COVID-19)

Rotation	1/10 E	1/12 E	E buggy	E Drift	1/10 IC	1/8 IC	1/8IC GT	1/8 bug	1/5 IC
2019			EFRA			ROAR	ROAR		EFRA
2020	covid	EFRA			covid			covid	
2021	EFRA				FEMCA			FAMAR	
2022			ROAR			FEMCA	FEMCA		ROAR
2023	ROAR	ROAR		FEMCA	FAMAR			EFRA	
2024			FEMCA			FAMAR	FAMAR		FEMCA
2025	FEMCA	FEMCA		ROAR	EFRA			ROAR	
2026			FAMAR			EFRA	EFRA		FAMAR
2027	FAMAR	FAMAR		EFRA	ROAR			FEMCA	
2028			EFRA			ROAR	ROAR		EFRA
2029	EFRA	EFRA		FAMAR	FEMCA			FAMAR	
2030			ROAR			FEMCA	FEMCA		ROAR
	FEMCA	FEMCA		FEMCA	FAMAR			EFRA	

1.5.2 Between Twenty-five (25) and 12 months prior to an IFMAR World Championship, the Bloc next on the rotation list will be invited by IFMAR to apply to host the World Championship. The invited Bloc will have a maximum of one (1) month to accept or decline this invitation. The host Bloc will be responsible to ensure that an IFMAR race organised within its region complies to all IFMAR rules and requirements as well as all local laws and governing rules and will oversee the organisation of the event.

At eighteen (18) months, the Bloc must provide information on the venue and the organisational capabilities of the prospective organiser being considered. The information must be as extensive as possible covering the most of aspects of the Stage 1 report. If the proposed venue is not acceptable to IFMAR, the Bloc will be advised within one (1) month and will then be invited to select another venue more suited to IFMAR's requirements.

The Bloc must then submit details of an alternate venue within one (1) month of such notice by IFMAR. If an acceptable venue is not proposed within that one (1) month, the World Championship event will automatically be offered to the previous Bloc on the corresponding rotation list without losing its natural rotation order.

If for any reason, the accepting Bloc refuses to keep on with its assumed duty before the World Championship Contract is signed, (12 months prior to the event), the Fund Provision will be forfeited and transferred to the substitute organising Bloc.

The forfeited Funds Provision will be transferred by IFMAR to the new organising Bloc (whichever it may be) at the moment of the signing of the alternative World Championship Contract.

- 1.5.3 if at all possible, a representative of the host Bloc will supervise/present a Status Report, made by the TOC on any forthcoming IFMAR World Championship to IFMAR at a Committee Meeting held in the previous year.

A list of what documents the Organisers (Agreed by their national Governing Body) are required to produce in order to run an International Sports Event must be provided to the IFMAR representative before publishing the first Status report.

Aspects of the Status Report to be covered are as follows:

- a. Programme – Details of the timetable for the overall event with specific details on practice/qualifying/finals. (This timetable will be considered by the appropriate IFMAR Section Executive and, if any request for deviation to the established timetable is received, it will be considered at this time). Outline specification of the portfolio to be sent to all countries, etc.
- b. Facilities – Details on the amenities provided at the venue for drivers/public/race officials and a separate private area for International Jury and IFMAR Meetings.
- c. Administration – Details on all aspects of race administration. This should cover such aspects as: Invites, /advertising, sponsorship, registration, insurance, first-aid, road maps showing venue, airports, ports, local hotels and camping sites, P.A. system, badges. List of approved frequencies and list of specific frequencies that cannot be used.
- d. Hospitality – Details of the hospitality to be offered to IFMAR and active member's officials, drivers, mechanics, others. Opening/closing ceremony and any official functions planned
- e. Time Keeping – Details of the time keeping equipment to be used. This should cover such aspects as: Auto/manual back-up/results/reports, etc.
- f. Race Officials – Details of officials to be used. This should cover such aspects as: Referees (to be appointed by IFMAR, the host Bloc and host country's Association). Race Director/Assistant Race Director/Time Keeper/ Technical Inspector. It is mandatory that a separate official should be appointed for each of the above positions. The relevant IFMAR Section Chairman, under the authority of the IFMAR President, will appoint the following officials for each event: the Race Director and Time Keeping Supervisor, together with the time-keeping system to be used, after consultation with the organiser. Lap Counters/Track Marshal/Transmitter compound/ Transponder compound.
- g. Venue – Photos or photocopies of the venue showing facilities available. Drawings of the track layout showing direction of racing/pit area/time keeping, etc.

1.6 SCHEDULES FOR ORGANISATION

- 1.6.1 STAGE ONE: Not less than six (6) months before the designated race, this Report containing the following details will be distributed by IFMAR to the respective contact addresses of each IFMAR Bloc and placed on the IFMAR website and the organiser's designated website, if such is available:

- a. The organiser's name, address, fax and telephone number and email address.
- b. A single contact point for all correspondence/enquiries
- c. Details/location of the venue
- d. Map of the area showing proximity of airports, port, roads, etc.
- e. Basic details of race timetable and dates
- f. List of race officials
- g. List of approved frequencies and list of specific frequencies that cannot be used.
- h. Advice on whether and what type of Concourse d' Elegance competition will be held at the Opening Ceremony.
- i. Practice facility

- j. 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).
- k. Any special accommodation deals, including all taxes, if applicable.
- l. Information on transport available between hotel/s and track.
- m. If event is for I.C. (gas) cars, advice on availability of fuel supplies at the venue. If so, whether supplies will be available pre-mixed and/or separately
- n. Voltage used in host country. Drawings of plug types. The Organiser should have a supply of plugs/adaptors available for sale at the event.
- o. Advice on the order in which the classes for the 1/10th Off-road World Championships will be run.
- p. Advice on whether rule 5.1.22b of the 1/12th on-road electric or rule 6.3 of the International Scale Touring Car on-road electric World Championship Rules applies.

1.6.2

Not later than 6 weeks before the designated race, the organiser will send a copy of the Insurance (general liability insurance of no less than USD 1 Million) for the event that must cover the visitors too as well as Operational and Bild Risk Assessments if required by that country.

STAGE TWO: Furthermore, at this time (D-6weeks) the STAGE TWO Report will be send directly to the IFMAR Secretary, the respective contact addresses of each IFMAR Bloc and to all competitors. This is to be carried out in the following form: (i) by airmail, either in the form of a hard copy, a CD Rom or a floppy disk or (ii) as an email attachment (PDF). The Report will contain the following details:

- a. Detailed schedule and dates
- b. Diagram of track indicating length, width and direction of racing
- c. Drawing of the venue (preferably photograph) showing track, rostrum, pit area, timekeeping and general facilities
- d. The appropriate IFMAR Section rules
- e. Alternative accommodation, camping, etc.
- f. Any further special accommodation deals
- g. Any other information as required by IFMAR Section rules (e.g. IFMAR Muffler List, IFMAR 1/12th and International Scale Touring Car Electric Body Shell List, IFMAR Approved Motor and Battery List, IFMAR 1/10th I.C. 200mm Body shell List, IFMAR 1/5th I.C. Body shell List).
- h. 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.
- i. Map of area giving clear directions on how to reach the World Championship venue and the top three listed hotels from the nearest airport/port.

1.7 COMPETITORS

1.7.1 Only National Bodies affiliated with FEMCA, ROAR, EFRA and FAMAR, **IFMAR** and affiliated member countries can enter competitors into the World Championships. An affiliated membership for a separate country is only valid for one year.

1.7.2 The maximum number of competitors will be:

- 120 for 1/12th on-road electric
- 150 for 1/5 IC Track, 1/10 IC Track, 1/10 EI Track, 1/10 EL Off Road
- 180 for 1/8 IC Track
- 180 for 1/8th IC Off Road.

Please see further details in each section rules

Places are initially allocated as follows:				
# Entries	100	120	150	180
Member Bloc A	10	12	15	20

Member Bloc B	10	12	15	20
Member Bloc C	10	12	15	20
Member Bloc D	10	12	15	20
Host Bloc	20	20	25	25
Pool Places	30	40	50	55
IFMAR	10	12	15	20

Pool places: on demand to be allocated on equal base by the section chairman but first come first served. IFMAR places: including the defending Champion & stand-in for each affiliate country of two 2 places

After distribution of the IFMAR places, the remaining places are to be distributed by the relevant IFMAR Section Chairman on a fair and equitable basis according to any extra requirements of the Blocs.

3 months before the start of the concerned event all unused initial allocations will be returned to IFMAR for re-distribution on an equal basis between the Blocs. Any places not taken up and notified to IFMAR by 4 weeks before the start will go to the Hosting bloc, if they want them for redistribution, however ALL last-minute entries have to be approved and payed by the Active member bloc representing the entrant involved. If there are any unused places still available prior to the commencement of free practice at a World Championship event and a driver who has not entered previously wishes to compete, he may request one (1) of the unused places only through his Bloc representative. The allocation request will be confirmed or denied to the Bloc representative by IFMAR. The member Blocs has the power to veto allocation of such unused places.

- 1.7.3 At every IFMAR suitable World Championship event, IFMAR will promote a ranking for young drivers.
- To be eligible to participate one must be under 16 at the date of the competition.
 - With 7 or less young participants there is no special race, but the ranking after all finals will be used.
 - With 8 drivers or more a separate final may be organized at the last day of the event for all gas classes, race time between 10 and 20 minutes, up till a maximum of 15 drivers depending on track-layout etc. For electric classes 2 finals to be run, either 5 or 8 minutes, best one to count (point system with tie on laps/time or in case of no point system on best laps/time).
 - At least 3 Youth Trophies will be awarded by the organizer for positions 1-2-3. Final race format for this must be announced by the organizer after Qualifying. These trophies are to be named: "IFMAR World Championship Youth Ranking" 1st, 2nd, 3rd

1.8 WORLD CHAMPIONSHIP ENTRY FORMS AND ENTRY FEES

- 1.8.1 Entry forms will be supplied by IFMAR to each Bloc no later than six (6) months prior to the event according to the Blocs' requests up to the initial maximum in Rule 1.7.2.
- 1.8.2 Entry forms and fees to be sent to and processed by IFMAR.
- 1.8.3 Entry forms must be completed and paid by each Bloc and received by IFMAR three (3) months prior to the World Championship event. No exceptions will normally be allowed. The remaining (not taken) and discretionary places will be distributed by the relevant IFMAR Section Chairman on an equitable basis between the Blocs willing to have allocations over the initial figures. These entries must be completed and paid one (1) month prior to the event.

If any of the classes of a World Championship event has less than 20% of the maximum number of entries with a minimum of three (3) countries and two (2) blocks, then IFMAR may consider the cancellation of the event due to the lack of interest.

If such is decided all the money, deposits, fees, entries, etc., will be refunded minus bank costs and related costs. This within fifteen (15) working days from notification of cancellation.

No claim can be made from the Organizer for such decision taken in the interest of the sport.

- 1.8.4 Name changes may be made up to ten (10) days prior to the event. If a special request for a change of competitor's/entrant's name is received within the ten (10) day period, this exclusively by the designated Bloc officials and from within a Bloc, this request must be passed to the relevant Section Chairman for a decision on a decline/approval.

- 1.8.5 Within 6 weeks of the cut-off dates, IFMAR will forward to the race Organiser the entry forms and first round of entry-fees and notify them of any allocations not taken up. At 4 weeks after the event IFMAR pays balance of last-minute entrees.

NOTE: **\$50.00** U.S. of each entry fee will be retained by IFMAR for each official WC event. (amount may be changed from time to time) For supporting classes there is a different fee.

- 1.8.6 Entry fees will be:

The amount in USD as specified in the table + additional bloc fees, which includes one (1) banquet ticket.

	2020	2021	2022	2023	2024
Entry fee 2 classes electric	\$255	\$260	\$265	\$270	\$275
Entry fee IC class	\$230	\$235	\$240	\$245	\$250
Entry fee stand alone electric class	\$230	\$235	\$240	\$245	\$250
Entry fee short 3 days event	\$205	\$210	\$215	\$220	\$225
Supporting Class during WC event, 25usd for IFMAR	\$105	\$110	\$115	\$120	\$125
Supporting Class before or after WC event, 40 usd for IFMAR	\$155	\$160	\$165	\$170	\$175

1/10th off-road electric World Championship events covering 2WD and 4WD classes,

1/12th on-road electric and 1/10th International Scale Touring Car on-road electric classes.

Remark: 1/12th & 1/10th will more often be separate events and then might be 1/12th Spec & Mod and for ISTC Spec & Mod or ISTC mod & F1 Spec.

In case of 2 classes during 1 event for the second class entered no additional banquet ticket. No refunds will be given for any unused banquet tickets.

Banquets: This can be either a reception like venue at trackside, offering snacks/buffet/soft drinks with a podium prize giving ceremony etc. or an entertainment venue close to the track offering diner or snacks/buffet/soft drinks.

- 1.8.7 Invoices for entry fees in U.S. Dollars will be issued to each bloc and shall be payable to the IFMAR Bank Account. No refunds.
- 1.8.8 Invoices will be issued by the IFMAR Secretary and Treasurer, based on information handed over by the section chairmen. Each entry must include the entrant's name, postal address or email address, telephone number and the entrant's personal transponder number, if available. Entries and payments can only be accepted from active member blocs and affiliate member countries which must be current members of IFMAR. No individual entries allowed.

1.9 TROPHIES

- 1.9.1 Three (3) months before the event details of trophies to be awarded at the Awards' Banquet to ALL competitors must be submitted to IFMAR for approval including a Top Qualifier's trophy for each class and a Concourse d' Elegance trophy, if such competition is to be held. Details, in the form of a catalogue or photographs showing dimensions such as height and giving approximate cost (upon request) must be sent to the relevant Section Chairman three (3) months before the event for approval and advise.
- 1.9.2 The organisers of I.C. World Championships shall award trophies to the top twenty-four (24) finishers for the 1/8th I.C., 1/5th I.C, 1/10th I.C. on-road and 1/8th I.C. off-road.
- 1.9.3 The organisers of Electric World Championships shall award trophies to the top twenty (20) finishers for the 1/12th on-road electric and to the top thirty (30) finishers for the 1/10th on-road electric and 1/10th off-road electric.
- 1.9.4 IFMAR will provide sufficient labelled boxed presentation IFMAR souvenirs to the organiser at no cost to be individually awarded to all competitors, either given with the driver's racing package or at the Awards' Banquet. The organizers encouraged to do all efforts to ensure all drivers receive their IFMAR Souvenir in event of leaving early.
- 1.9.5 Eventually a trophy for the nominated mechanics (IC) of the champion shall be awarded by the organizer.

1.10 RULES

- 1.10.1 All IFMAR events must be held in compliance with all governing IFMAR rules and bylaws. World Championship rules must be distributed at least ten (10) months prior to the event. Any proposed amendments must be received by IFMAR at least eight (8) months prior to the event.
- 1.10.2 No change to the rules or approvals will be permitted within four (4) months of a World Championship event, irrespective of the Section. Any rule changes (due to blatant errors, unforeseen circumstances or urgent matters) during the period of four (4) months prior to the event may be made with a unanimous vote of the active member Blocs.
- 1.10.3 IFMAR will supply the organiser with IFMAR rules either in paper or electronic. The Organiser will include reference of the IFMAR rules in force, and the appropriate up-to-date Section approval lists, in the Stage II Report to each competitor. The Stage II Report is to be distributed to the drivers through their blocks, either as a hard copy or electronically accessible (see Rule 1.6.2).
- A copy (or downloadable references) of all this information must be published as well on the Organizers web site. A few sets of the printed rules must be available at the event.
- 1.10.4 When published on the internet, all rules and Stage Reports must be placed as a downloadable file, e.g. PDF.

1.11 SAFETY

A Risk Management Officer (RMO) for the event/track must be designated. Name and contact must be posted at the track conveniently accessible to all at the event

The safety of the spectators is of prime importance and must be considered when laying out track and spectator areas. The safety of officials, helpers, competitors and accompanying people is of equal importance but it is assumed that they are more aware of the potential danger. Spectators, competitors and officials must be efficiently protected against the cars by adequate barriers.

All non-authorized people will have to leave the track area when the call “1 minute to the start” is given. Press and media will be informed of that rule by the organizer when obtaining their press pass.

Track markers must be shaped and placed in a way that prevents cars from being projected into the public when hit at full speed. Technical inspection must always include the safety aspects of the cars. No sharp edges or other protruding parts of the cars that may cause serious injuries in case of an accident are permitted.

First-aid supplies must be available throughout the event (including practice). The RMO must be present throughout. Police and ambulance services must have access to all areas, both public and restricted. A copy of the Insurance Certificate must be enclosed with the Contract for the event. TOC is responsible to check insurance certificates of third parties rendering services at the event.

1.12 REFEREES

- 1.12.1 One (1) IFMAR Referee will be appointed by IFMAR to an IFMAR World Championship event. (The organiser does not appoint the IFMAR Referee). The IFMAR Referee will be required to be in attendance at the event one (1) day prior to the commencement of heats or timed practice and to depart on the day following conclusion of the event.
- Approximately 6-9 months prior to the start of a World Championship organiser, the relevant IFMAR Chairman will request the active member blocs to each nominate a suitable person to be appointed by IFMAR as the IFMAR Referee for that event.
- 1.12.2 The relevant IFMAR Chairman is required to contact the nominees to enquire if they are willing to carry out the IFMAR Referee's duties for the event, explaining that the appointment will have to be approved by the relevant Section
- 1.12.3 The relevant IFMAR Chairman will request a vote by IFMAR's active member blocs on the selection of the IFMAR Referee from the nominations received.
- 1.12.4 Travel and accommodation expenses for the IFMAR Referee will be paid for by IFMAR and the active member blocs, divided equally.

Ninety (90) days prior to the event a budget proposal in U.S. dollars must be submitted by the appointed Referee to the IFMAR Section Chairman/Treasurer.

Only the following expenses will be considered for the IFMAR referee:

(a) One (1) Apex return economy airfare or equivalent; and Hotel/motel accommodation for one (1) person at the official W.C. hotel/motel or cheaper; plus, A maximum payment of \$US45.00 per day for out-of-pocket expenses

(b) One (1) suitable package deal (airfare and accommodation) for one (1) person; plus, A maximum payment of \$US45.00 per day for out-of-pocket expenses.

(c) When needed: Rental car fare. Type according to whether or not co-use with other IFMAR officials is conceivable. (i.e.: no full-size SUV if travelling alone)

Expense allowance may be drawn in advance. Final settlement will be made on reception of expense claim with the original receipts of the concerned travel and accommodation costs provided.

1.12.5 For each IFMAR World Championship in any one year, it is preferable that different persons are selected and appointed to act as the IFMAR Referee.

1.12.6 The IFMAR Referee will be required to be in attendance at the event one (1) day prior to the commencement of heats or timed practice and to depart on the day following conclusion of the event.

At all times during Controlled Practice, Qualifying Heats and sub-finals, 2 of the 3 Referees present will be watching and observing the racing from start to finish. During main finals 3 Referees will observe the race from start to finish.

1.12.7 The IFMAR Referee will be supported by two (2) appointed deputy referees, one nominated and paid for by the host bloc and one nominated and paid for by the host country's association. (failing to comply will result in loss of bond)

They must be unbiased and experienced persons with a good knowledge of the English language and the current IFMAR rules. A list of such postulants may be send to the appropriate IFMAR responsible for future reference.

- A back-up referee must be nominated by the organisation in case of temporary absence of any official Referee.

1.12.8 Referees may not be participants in the event or serve in any other official capacity at the event.

1.12.9 Appeals to the decision of the Referees must be made in writing and presented to the IFMAR international jury, accompanied by the protest fee. IFMAR is not obliged to act immediately on such a protest.

1.12.10 Referees may be called for information by the International Jury when a meeting is called by the Race Director or Section Chairman.

1.13 REFEREES FACILITIES

1.13.1 Referees must be located on a separated place from where they have the same view as seen by the drivers, preferably on the rostrum and duly protected against the weather.

1.13.2 It must be equipped with at least two chairs, a table with a monitor linked to the official lap scoring computer showing direct race progress.

1.13.3 A microphone linked to a loudspeaker system mounted on the drivers stand. The referees must be able to make announcements, warnings or instructions to drivers and/or the mechanics in the pit lane at any time during the race, so his microphone must have preference above any other loudspeaker systems on/or directed to the rostrum.

1.13.4 Referees must be enabled to freely communicate verbally with the race co-ordinator and the lap counting supervisor preferably wireless.

1.13.5 During racing schedules the organizer is responsible for providing the Referees and IFMAR officials with lunch, refreshments at the track as well as a ticket to the Awards' Banquet/Reception.

1.14 REFEREES' AUTHORITY

1.14.1 The main task of the Referees is to observe the racing and in particular the good sportsmanship during the racing. They will ensure that correct racing is observed by everybody.

1.14.2 Referees work 2 by 2 on an alternative relief schedule until the Finals. Only Referees on duty are authorized to make decisions and to issue warnings and instructions.

1.14.3 A Referee may take action after an initial warning but, in all cases, three official (3) warnings implies automatic disqualification from the event.

1.14.4 The IFMAR Referee has the right to use his discretion to issue a penalty instead of a warning for any infringement of the rules and this immediately or after investigation.

1.14.5 The IFMAR Referee has the authority to withdraw a World Championship badge (pass) from any person contravening the IFMAR rules or spirit of a World Championship.

1.14.6 Warnings and instructions are announced by the Referee himself. The referees will keep a record of the warnings and instructions used (Referee's notes).

1.14.7 The IFMAR Referee has the authority to instruct other race Officials to take corrective action in any situation which might compromise the well running of the race meeting. Any safety/security threatening situation will be referred immediately to the RMO (Risk Management Officer) who has the authority to take all necessary actions to safeguard part of, or all people present.

1.14.8 Referees have the right to time penalize a driver for offences under normal rules during the controlled practice rounds. However, penalties accrued during controlled practice will not be carried through to the event proper.

1.14.9 Referees may restrict practical limits and number of persons in front or under the rostrum for managers, pit lane mechanics etc.

1.14.10 During the main event and semi-finals only, if two out of the three Referees agree, they will have the authority to black flag an entire team if one member of that team is positively interfering with the racing of another car in that event.

1.14.11 Under no circumstances may a warning or instruction by the Referees lead to an interruption of the race.

1.14.12 All announcements must be made in the English language and official warnings and suitable penalties will be logged so to be published with the results.

1.14.13 Instructions, warnings and black flags must be observed and obeyed immediately. Repeatedly ignoring the black flag 3 times shall lead to disqualification for the rest of the event.

1.14.14 Warnings for bad sportsmanship are announced with the words; "First Warning to car No? for bad driving"; "First Warning to Car No? for miss-use of the pit area". Instructions for repairs are announced with the words; "Car No? Repair Body/Silencer/Car/etc".

1.14.15 All warnings will be announced with the words: "Car number Warning".

1.14.16 All Stop instructions will be announced with the words: "Car number x Stop, Black Flag".

1.14.17 Each competitor must be able to recognise the above English words and statements.

1.14.18 Reasons for warning or instruction will be announced at time of issue. Further explanation, if required, will be given to Team Manager at the end of the concerned race.

- 1.14.19 For pit lane infringements the referees have the right to issue penalties ranging from a stop go, to time in seconds to a one (1) lap penalty, taking into account the severity of the infringement or if there is a case of repeat offending.
- 1.14.20 The “stop and go” time depending on track lay out will be announced at the first drivers briefing or meeting.
- 1.14.21 Time penalties will be “stop and go” whenever possible.
- 1.14.22 Driver Infringements during the final 2 laps of any heat or final will incur a 1 lap penalty or be deferred to the international jury to determine the penalty upon examination of the incident.
- 1.14.23 Stop & go penalties that have not been performed within 3 laps of issuing the penalty will be resolved by a lap deduction or time penalty instead. This will be issued after the finish of that race.
- 1.14.24 Instructions, penalties and warnings are 3 different ways to judge an incident.

1.15 REFEREES OBSERVE: (non-restrictive):

- 1.15.1 Bad sportsmanship during the racing, i.e.: impeding the progress of other participants, deliberate slowing down or waiting for another car with the intent of impeding or hitting another car, deliberate crashing with another car, deliberate corner cutting, reckless driving.
- 1.15.2 Unsportsmanlike behaviour including language, actions or behaviour that is deemed unacceptable being exhibited by either the driver, their mechanics team managers or support persons Unsportsmanlike conduct and behaviour of drivers, accompanying persons and mechanics involved in the event.
- 1.15.3 Mechanics or non-authorized persons being on the racetrack during the race.
- 1.15.4 Cars that do not conform to the regulations before the start or during the race (example: loss of body, black flag till repaired).
- 1.15.5 Repairs made to the car other than in the pit lane. Repairs and refuelling outside the appointed pit area.
- 1.15.6 Unauthorized driving in the opposite direction at any time, incorrect use of entry and exit of the pits.
- 1.15.7 Cars that are un-driveable or in dangerous condition due to damage or malfunction of the car. (black flag till repaired).
- 1.15.8 Starting procedure, report observed early starts to the race co-ordinator. (Time Keeper and Race co-ordinator Starter are responsible for starting penalties). In the event of an early start not being observed, it may be called and noted by the Referee.
- 1.15.9 Team driving.
- 1.15.10 It is not the responsibility or duty of the Referees to check if the cars are conform to the technical specifications. This remains the responsibility of the Technical Inspectors

1.16 REFEREES' REPORT

- 1.16.1 Referees make up a report to be sent to the IFMAR section within ten (10) days. The report contains information on the organization, accommodation and the racing. The Referee's notes have to be included.
- 1.16.2 A copy of the report is sent to the Organizer of the race meeting. Copies may be obtained on application to IFMAR.

1.17 IFMAR Officials, Race officials and Team managers.

1.17.1 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.

No official is allowed to take part in the race.

Officials should be preferably distinguished from competitors and spectators by wearing distinctive badges, a band or otherwise (shirts).

1.17.2 RACE OFFICIALS & RACE DIRECTOR

In IFMAR sanctioned races it is mandatory to have the following official positions held by different persons:

- 1: Race Director
- 2: Assistant Race Director
- 3: Time-Keeper / Time Keeping Supervisor
- 4: Announcer
- 5: Technical Inspector + assistants

1.17.3 RACE DIRECTOR

The Race Director is under the direct authority of IFMAR and must be approved by IFMAR

as appropriate.

The Race Director is responsible to follow the schedule of the event.

The Race Director ensures that various tasks under his responsibility are well done, including:

- Registration of Entrants
- Time keeping/Display of results
- Starts, either by flag or announced
- Marshalling
- PA System/commentary to public/drivers
- Liability waivers
- Technical Inspections
- Race management
- Catering
- Risk Management Officer (RMO)
- External stallholders
- IFMAR advertising
- compliance of external advertising
- Separation of Public, Drivers Areas & Track

The Race Director receives the protests. He takes urgent decisions or stops a race for safety, rain or any other unforeseen situation. He is under the authority of IFMAR.

All officials, except referees and the Time-Keeping Supervisor are subordinate to the Race Director who issues detailed instructions for all jobs.

1.17.4 ASSISTANT RACE DIRECTOR

Where the Race Director has an overall task and must be available for meetings/enquiries etc, the Assistant Race Director must be capable of running the race itself.

He administrates jump starts with the referees, eventual corrections to results in co-operation with the time keeper, he reviews the time table, classifications and results before publishing. He manages all official race announcements

He directs:

- The Starter; ensures no race starts without all marshals in position and is well aware of all starting – restarting procedures.
- The Time keeping supervisor who is responsible for setting up the systems,

recording all laps, times, and results of all drivers in all heats and finals. Classifying, producing timestamped results, publishing and setting up the mains.

1.17.5 TIME-KEEPING SUPERVISOR

For all World Championships, IFMAR can either approve or nominate a Time-Keeping supervisor to check the systems provided and operated by the organising club. The Time Keeping Supervisor, must have expert knowledge to operate and intervene with all the set-ups of the used soft- and hardware in order to fully comply with appropriate IFMAR rules for the concerned class.

IFMAR approves the equipment of both time-keeping systems.

The Time-Keeping Supervisor and/or time keeper are responsible for recording all the individual lap times and total laps plus finishing time of all drivers during all heats and finals. He is responsible for the classification of the results and for selecting of the finals. The Race Director must verify this classification and selection.

After the finish of any heat or final, the results of the first and second time-keeping systems are compared by the Time-Keeping Supervisor and/or time keeper and, in case of difference between the two systems, the Time-Keeping Supervisor and/or time keeper investigates both results and makes the decision of the final result.

In case of a request for checking of the results, the Time-Keeping Supervisor, together with the Race Director and IFMAR section Chairman, will check on the questioned result and will make the decision.

The Time-Keeping Supervisor and/or time keeper is under the authority of IFMAR.

All results, in writing, printing or otherwise are the property of IFMAR and are kept by the IFMAR Time-Keeping Supervisor and/or time keeper until the end of the event. After the event all relevant results/ data will be submitted to IFMAR in electronic format and stored in IFMAR files. Copies of the original data will be left with the Organiser.

IFMAR will not intervene nor be responsible for any timekeeping costs.

1.17.6 IFMAR TECHNICAL INSPECTOR

The head scrutineer can be appointed by IFMAR and must supervise all technical inspection matters.

He is in charge of all assistant scrutineers (directing, briefing, training, instructions). Checking if the cars, motors, batteries, tires, fuel, mufflers, bodies, wings and electronics etc. are conform to the technical specifications is the main responsibility of the scrutineers.

1.17.7 RISK MANAGEMENT OFFICER. (RMO):

At IFMAR world championship a basic Risk Management Plan must be available at the track and a Risk Management Officer (RMO) acquainted with the local situations is to be appointed as the contact person for the participants, all staff/crew, volunteers, third party vendors and spectators. Regarding security, health and safety he has all authorities, this in close co-operation with the Race Director. See also 1.11.

1.17.8 TEAM MANAGERS

Each national association having participants present designates a national team manager.

The Team Manager, or a nominated deputy, must be present during all official racing.

Responsibilities:

- To be present at the drivers' registration of his team members.
- To be present at the Technical Control either before, during or after the end of the race in which his team members participate

- To look after the welfare and behaviour of his team and take care that they all receive proper accommodation in the pit area
- To attend the Team Managers' Meeting prior to the start of the race or when a Team Managers' Meeting is called by the Race Director or the highest ranking IFMAR official in attendance.
- The Team Manager is the link between the national team and the race direction by receiving all information referring to timetable changes, frequency changes, results of heats, sub-finals and finals and all other information referring to the race.
- He is only allowed to stay in the pit area when a race has a participant from his team, who needs help with understanding the referees if there is enough space available.

1.17.9 TEAM MANAGERS' COMMITTEE meetings.

The Race Director, at his discretion, is entitled to constitute an international team managers list and to have team manager meetings. The purpose is to facilitate general communication concerning eventual updates, specific race issues or proceedings. Team managers are responsible for ensuring swift dispatching of the relevant information to their drivers and by doing so cooperate to develop smooth race proceedings.

A majority of Team Managers can pass on complaints, protests or suggestions from their team to the Race Director. The Race Director will then decide whether to refer to the International Jury for a final decision/vote.

1.18 INTERNATIONAL JURY:

When deemed necessary, the Race Director, IFMAR or the RMO calls the International Jury to meet. The Race organizer must provide a room for the International Jury to meet where no-one can interfere with the meeting.

The International Jury consists of official representatives of each Bloc, which will furnish a minimum of one (1) representative and a maximum of three (3) representatives to serve on the International Jury. Each Bloc will have a total of one (1) vote, regardless of the number of representatives it supplied.

The relevant IFMAR Section Chairman shall always act as Chairman during International Jury Meetings and exercise a casting vote, if necessary. In the absence of the relevant IFMAR Section Chairman, the highest ranking IFMAR official shall take the chair at any International Jury Meetings.

The Race Director and IFMAR President Representative are members of the Jury but do not have a vote in the decisions.

The Referees may be called by the Jury for opinions and explanations as deemed necessary.

All decisions are taken by simple majority vote. The International Jury may request evidence and/or presence of drivers or Team Managers involved.

Jury members must be approved by their organization and a second person appointed to serve in the event of a temporary absence of the official representative.

Prior to the commencement of an International Jury Meeting, any mobile telephones in the meeting room must be turned off and placed on the meeting table until after the completion of the Meeting.

RESPONSABILITIES INTERNATIONAL JURY:

- To decide in unforeseen situations.
- To handle protests not covered by the Race Director's responsibility
- To make official by announcement any decisions voted on by the Team Managers' Committee providing the International Jury agrees with these decisions.
- To change the race procedures or cancel the race whenever this is required due to reasons of safety aspects. (= authority of the RMO)
- To check that the race is run according to the official rules.

- The Chairman of the International Jury will make official the results of the World Championship through the ranking IFMAR Officer present at the event.
- Jury members may not have dual duties or be a race official but may act as a Referee and IFMAR Delegate Representative. The Race Director may appoint a stand-in Referee, if required.
- Jury members may be participants in the event but must allow auxiliary jury representatives to serve and vote in any protest involving said jury member as a participant.
- The International Jury is not responsible for the organization and well running of the race.

1.19 IMAGE

- 1.19.1 IFMAR is the only owner of the IMAGE and retains all rights to any intellectual property developed in relation with IFMAR including all forms of media & multimedia rights of the World Championship events.
- 1.19.2 IFMAR can, but is not obliged to designate an official media for live coverage or commercial DVD-Video of the events. This should be compatible with non-live coverage of the event considering non-live a delay of 90 minutes after the completion of any of the stages during the event.
- 1.19.3 IFMAR press conference immediately after the qualifying and after the main final is mandatory for the top 3 drivers at each of the moments.
- 1.19.4 All press and media must register themselves at the IFMAR events to act as such, at registration they have to agree with the IFMAR rules and the organizers special requirements.
- 1.19.5 Enough capable internet connection is mandatory to be at disposal of the press at track-side. If an official media is designated a separate internet connection must be provided for its service.

1.20 LAP COUNTING AND TIMING

All cars must be fitted with a transponder that is recognized by an AMB/Mylaps receiver system. This receiver must be connected to a computer system running an IFMAR approved race timing and management program. This race timing and management program must be capable of being connected to "internet", for live streaming purposes.

Each competitor is responsible for the installation of their own personal transponder.

Each driver must ensure the transponder used corresponds to their marked chassis. Failure or loss of such individual transponder will never lead to a re-run of the race affected

Two entirely independent automatic lap counting systems must be used, each connected to an individual UPS power source.

One main system and one back up, both with an IFMAR approved lap counting race and management program. The systems must be capable of counting independently the cumulative and split lap times for each individual car recording lap time increments down to 1/1000th of a second.

An audio/video tape recording may be made for the purpose of future reference, disputes and or promotion.

Results from heats including a sort for end of round results and positions will be available within 15 minutes of the completion of each round.

Explicit Tie rules for the class involved will be used to constitute the final rank in the case of an equal finish occurs in the results.

If both the primary and support lap counting systems fail during a qualifying heat or final, the heat or final will be re-run as soon as is practicable. Under no circumstances will any lap score or time, other than those from the official time keeping equipment, be accepted for any purpose to do with the running of an IFMAR race.

FINISH - GENERAL RULES

October 2020, replaces and renders null and void al precedents.