

EHF001

Competition Regulations for European Championship Events



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1. Introduction

1.1 Foreword

- A. These Competition Rules have been formulated by the Governing Board of the European Hovercraft Federation (EHF) and are to be followed when organising designated European Championship Race Meetings.
- B. The EHF takes no responsibility for the organisation of Race Meetings. This responsibility is with the organising National Body.
- C. These rules are the copyright of the EHF but permission is given to National Governing Bodies to reproduce these rules in their own language. However English takes precedent in any dispute.
- D. It is the responsibility of all National Governing Bodies to ensure that copies of these rules are available to all Competitors and Officials.
- E. The EHF Secretary will be in charge of the use of these regulations and will be able to delegate his/her powers to a deputy.

1.2 Associated Publications

Ref No.	Title	Issuing Organisation
EHF002	Construction Regulations for Racing Hovercraft	European Hovercraft Federation
EHF009	Appeals Procedures for EHF Events	European Hovercraft Federation
WHF008	Scrutiny and Compliance Procedure for Racing Hovercraft	World Hovercraft Federation

2. EHF EVENTS

2.1 Hovercraft Meeting Officials

- A. Sports Commissar
 - a) An EHF appointed Sports Commissar has the authority for assuring the EHF regulations are applied.
- B. Race Director
 - a) The Race Director has overall control of the meeting and his/her word is final, subject to protest.
 - b) The Race Director or appointed deputy will conduct a briefing with all Drivers and Marshals before the start of operating and at other times as necessary. The Drivers briefing on the first day of a Race meeting must be held no earlier than 09.30 local time.
 - c) The Race Director is empowered to penalise.
 - d) The Race Director may prohibit a Driver from taking part in a race if he/she considers the Driver is not competent to race safely.
- C. Other Officials
 - a) The number of officials will vary with the size and type of meeting but overall responsibility will rest with the Race Director.
- D. Race Meeting Officials should carry easy means of identification.
- E. A Doctor or recognised Paramedical Team and an Ambulance shall be on site at all Race



Meetings.

- F. Officials on duty shall not be under the influence of intoxicating substances. The limit shall be equal to the Host Country's regulations.
- G. A set of these regulations shall be issued to all Officials.
- H. In extreme circumstances Race Meeting Officials can be removed from duty. The decision will be taken by a special committee, comprising one representative from each National Body, present at the meeting.

2.2 Dates and Locations

- A. Except in exceptional circumstances, the date of all race meetings will be set before 1st March in the racing year. A three-month lead-time is required for all additional race meetings, together with the consent of the majority of National Members.
- B. No change of date of a race meeting is to be made in the 6 weeks period prior to the date approved by the EHF without the approval of the majority of National Members.
- C. Notice of intention to change the location of a race site shall be given to members not less than 6 weeks prior to the date approved.
- D. Confirmation of the location of a site change shall be given not less than 3 weeks prior to the date approved.
- E. The EHF reserves the right to penalise member Countries who cancel race meetings for reason other than Force Majeur.
- F. No more than 2 race meeting weekends in any 3-week period.

3. Craft

3.1 Scrutineering

- A. All craft must be presented for scrutineering and must comply with the EHF Construction Regulations EHF002 and any supplementary regulations that may in force. It is the craft owners' responsibility to ensure and check for conformance.
- B. A scrutineer, appointed by the host country, will carry out an examination of the craft for any obvious defects. If a craft is found not to comply with the EHF Construction Regulations it will not be allowed to operate.
- C. A current craft log book must be presented to the scrutineer. If the log book is not available a full scrutiny I.A.W WHF008 may be called for and a fee of €20 charged.
- D. Any damage or modification to the craft, including ballast, which occur during the race meeting, must be reported to the designated Scrutineer for inspection, prior to further operation.
- E. If there is a containment safety failure, a driver MAY lose all points for a race weekend, decided by a committee of three members of the EHF, who are mutually acceptable to both parties.

3.2 Lanyard Kill Switch

- A. All lanyard kill switches will be checked before each race.



3.3 Formula Classification

A. The following Formulas shall apply:

Formula	Engine Capacity	
	Two Stroke	Four Stroke
Formula 1	Over 600cm ³	over 750cm ³
Formula 2	Under 600cm ³ (See 3.3Bc below)	under 750cm ³ (See 3.3Bc below)
Formula S	Unlimited engine capacity, single engine, single duct	
	OR	
	Engine capacity as follows: Single engine, multiple ducts allowed	
	Under 250cm ³ (Max overbore 256 cm ³)	Under 500cm ³ (Max overbore 508 cm ³)
Formula 50	<p>Single fan, single duct integrated craft (Fans of less than 300mm used solely for engine cooling will not be counted).</p> <p>Single engine, either:</p> <ul style="list-style-type: none"> • Standard Rotax 503 engine <ul style="list-style-type: none"> ○ Carburetter: Single or twin, maximum diameter of 37mm ○ Exhaust: Any exhaust system may be used, but when tested with the craft static, the engine at full throttle must not exceed 200 RPM more than when compared to running the engine full throttle with standard Rotax 503 exhaust (Part number: 973275), Standard Rotax 503 exhaust manifold (Part number: 878937) and Standard Rotax connecting section (Part number: 973182). No adjustments may be made during this test. ○ The removal of the Rotax 503 cooling fan and subsequent head rotation is permitted. • Standard Fuji Robin EC44 <ul style="list-style-type: none"> ○ Carburetter: Single or twin, maximum diameter of 37mm ○ Exhaust: Manufacturers two into one exhaust system (positional modifications to allow safe fitting of the exhaust to the hull are permitted, but the exhaust must remain dimensionally the same) • Standard Hirth F23 • Standard Hirth 2703V <ul style="list-style-type: none"> ○ Carburetter: Single, maximum diameter 38mm ○ Exhaust: Manufacturers standard two into one exhaust. Any of the options given in Appendix E. ○ CDI: OEM Part Number 021.43/6 MUST be used. • No other engines will be permitted. <p>Weight: Minimum weight limit of 190Kg for craft + driver + driver personal equipment at the end of race. If checked this will be done in a “Parc Ferme” situation immediately after a race. If under the limit, points will be lost for that race.</p>	

B. Formula 2 Engine Capacities limits and calculation

Where a Formula 2 craft has a combination of engines the “effective” capacity shall be determined as follows: The reference limit for Formula 2 is a total two stroke engine capacity of 600 cm³. The two stroke or equivalent two stroke value will be the total sum as calculated by using the following rules:

- a) The capacity of any two stroke engine shall be its actual capacity unless it falls into one of the categories below.
- b) The capacity of any four stroke engines shall be divided by 1.25 unless it falls into one of the categories below.
- c) The capacity of any rotary engine shall be rated as 3.3D below.
- d) The capacity of any two stroke engine used exclusively for lift where the fan is directly coupled to the crankshaft shall be its actual capacity divided by 2.



- e) The capacity of any 4 stroke or rotary engine used exclusively for lift where the fan is directly coupled to the crankshaft shall be its equivalent capacity as calculated in 3.3B.b) or 3.3B.c) above divided by 2.

C. Engine re-bores for maintenance:

Engines are classed according to the standard cm^3 when new. Re-bores are allowed to the following oversize:

- Formula 2 Two stroke reference limit of 610 cm^3
- Formula 50 508 cm^3 .

Standard engines bored outside these limits will be classed at their measured capacity.

- D. Wankel engines are rated as twice the swept volume per chamber, times the number of rotors, with the exception of engines where all the induction air is passed through the rotor, in which case the engine will be rated as swept volume per chamber times the number of rotors. Engine details will be as per engine manufacturer specifications and in any dispute the driver must make the original specifications available.
- E. Gas turbine powered craft shall be categorised as Formula 1.
- F. Pressure charged engines (supercharged or turbo-charged) shall be rated at twice their swept volume.
- G. Unless special permission has been obtained, all races towards a European Championship will be run in separate formulas. Where it is necessary to merge races, refer to Section 8.8.
- H. With the exception of Formula S, craft may only race in one Formula.
- I. At the discretion of the Race Director, craft which do not fit within the Formula structure may be allowed to participate in the most appropriate Formula. Any points gained would not count towards meeting or championship results.

4. DRIVER

4.1 Eligibility

- A. All drivers must be a member of a National Governing Body which is a member of the EHF.
- B. All drivers must present a qualified National Licence appropriate to the formula they are entering issued by a National Governing Body.
- C. The driver must be 16 years of age or over unless a competition is especially designated otherwise.
- D. A Driver, not known to the organisers may be asked to take a test of driving competence, before competing.
- E. All drivers must attend the Race Director's formal briefing except under exceptional circumstances in which case they must report to the Race Director before operating and sign on.
- F. All drivers must have read the current regulations and any supplementary rules published by the EHF Secretary and sign to that effect at the Race Director's formal briefing. An EHF signing on sheet SHALL be provided for this purpose by the organisers. Drivers will not be allowed to operate on the course unless they have signed on.



4.2 Protective Wear

- A. All drivers must wear a crash helmet and life jacket, at all times when operating. Crash helmets should be of very bright colour such that they can, depending on the nature of the racing environment, be very easily seen. Reflecting (fluorescent) colours are highly recommended. If relevant any countries legal requirements will take precedence over this rule.
- B. Suitable protective clothing covering hands and arms, legs feet and torso must be worn during racing, practice and Time trials.
- C. Scrutineers are asked to check the suitability of the life jacket.

4.3 Drug and Alcohol

- A. Drivers will be banned from competing in the race meeting if they are found to be under the influence of alcohol or illegal substances.
- B. The limit shall be equal to the race meeting Host Country's regulations.
- C. Testing for alcohol will be done by breath testing.
- D. All drivers shall submit samples for drug testing if required to do so by an official of the European Hovercraft Federation.

4.4 Junior Drivers

- A. Drivers must be aged between 11 and 16 years (The driver must not be under 16 years of age on the last day of February of the year of the Championship).
- B. Hovercraft used by a Junior must be suited to the ability of the driver, and classified as follows:
 - a) Two stroke engines up to and including 250cc total engine capacity. Four stroke engines up to and including 500cc total engine capacity. Where a craft has a combination of two and four stroke engines the total capacity shall be determined by: divide the capacity of the four stroke by 2, use the two-stroke capacity limit. Engine re-bores for maintenance: engines are classed according to the standard cm³ when new, re-bores are allowed to the following oversize: 256cc for two-stroke engines, 512cc for four-stroke engines.
 - b) F50: See rule 3.3A (Craft weight limit does not apply)
 - c) Four stroke engines of total horse power not more than 35HP, engine revs not greater than 5500 RPM.
- C. No driver will be allowed to compete in a craft where it is considered that there might be an unacceptable risk of danger to the driver and / or others.
- D. The parent / legal guardian is responsible for making sure the child is suitably competent to drive the craft they are in.
- E. A responsible adult shall supervise the Junior drivers and be present during scrutineering and briefings.

4.5 Team Racing

- A. A team in Formula 1, 2, S, and 50 will consist of up to two Qualified drivers who must be nominated when applying for a team number or at Registration for the Race meeting. Individual drivers will be considered as a team of one.
- B. Junior teams may have unlimited team members. Members can be added as they qualify, but a driver may only be allocated to one team per formula per season.
- C. Drivers cannot be in more than one team per formula.



- D. Should a team be dissolved during the season, one member may elect to continue with the team number and retain the team points gained, provided there is written consent from all other members of the team. In this instance the name of the team shall revert to that of the individual. Where there is no such written agreement, the points will be frozen.
- E. Newly qualified drivers may be added to teams during the season without loss of points.
- F. A team can consist of more than one nationality.
- G. Where a team consist of 2 people or more (where applicable) it will be the team's responsibility to notify the lap scorers before each race whom the driver is in that race.

4.6 Novice Races

- A. All new drivers must qualify before they can enter European Races.
- B. Novices must complete a certain number of races, according to their National Authority before they receive their National Licence.
- C. Novice drivers from all Member Countries can compete in novice races at a European race meeting.
- D. Novice races will be of 10 minute duration plus 1 lap.

5. Driver Numbers

- A. Racing numbers are specific to drivers and will be issued by their National Governing Body on the following basis:

Country	Numbers		Country	Numbers	
Great Britain	001	199	Slovakia	600	649
France	200	299	Czech Republic	650	699
Germany	300	399	Netherlands	700	749
Belgium	400	450	Poland	750	799
Portugal	451	499	Finland	800	850
Sweden	500	550	Italy	900	949
Spain	551	599	Various	950	999

- B. No driver is to race on any other number than the one issued to him.
- C. Drivers numbers must be displayed on both sides of the craft on fan ducts or on boards fixed to the duct. Driver numbers shall be black or white on a contrasting background and have minimum dimensions of 250mm high x 25mm line thickness.
- D. Drivers numbers may be provided by the WHF or organising National Body and may carry a sponsors name. The size must conform to 5.C above.

6. Insurance

- A. All Drivers must insure their craft according to National regulations. No craft can operate without insurance. It is the drivers' ultimate responsibility to assure that their insurance cover is adequate.
- B. The receiving National Body must insure itself against all non-racing third party risks.



7. The Race Course

7.1 The Paddock

- A. The paddock boundaries must be physically defined and specified by a map or at the Drivers briefing.
- B. Where physically possible a safety zone of at least 3 meters shall surround the paddock boundaries. This safety zone will be considered as a part of the paddock, no dangerous materials and liquid can be stored in this zone.
- C. As the public may only be admitted to the paddock at certain times, it is the Driver's responsibility to see that his support team and family:
 - a) have the necessary passes for paddock entry;
 - b) are aware of any restrictions;
 - c) abide by the ruling of the Marshals.
- D. Unless stated in the meeting regulations or permission has been expressly obtained to the contrary, drivers must not allow their engines to be tested on full, or near full, power in the paddock. There will be a designated area for static testing. ALL persons in the thrust test area shall wear crash helmets.
- E. No craft may be driven faster than walking speed in the paddock.
- F. It may be necessary to park trailers and cars outside the paddock and drivers must follow the marshals instructions.
- G. Engines shall not be run in the paddock during specific times when public have entry to the paddock.
- H. Smoking is not permitted in the paddock.
- I. A welding point SHALL be designated outside the paddock area.
- J. No open flames are permitted in the paddock area.

7.2 Grid

- A. Start grids shall have a minimum distance of one craft width between each craft in a row and, except in exceptional circumstances, have a minimum of one craft length between rows. Formula 1 grids SHALL have two craft length between craft.
- B. There shall be 10 metres of clear course between the front row of the grid and the first obstacle or change in direction.
- C. There shall be a minimum of three craft spaces on the front row of a grid. Further rows shall alternate minus 1, then plus 1. (e.g. 4; 3; 4).

7.3 The Course

- A. The course must be described by the meeting regulations or by the Race Director at briefings.
- B. Flexible materials should be used for race course markers.
- C. A no-mans land, of not less than 7 metres, should be provided between the edge of the race course and spectator areas.
- D. Secondary safety devices shall be designed so as not to lift craft that hit them.
- E. The public will be banned from the course whilst craft are operating.
- F. At each race meeting, each competing Country will elect one representative who will consult



with the organisers in respect of safety of the racecourse. The representatives must be qualified drivers or recognised National Officials. A course inspection will be held 1 hour before Drivers briefing.

- G. Drivers who try to gain race positions or time by missing part of the course will be penalised by the removal of one lap from their lap chart position per occurrence.
- H. Drivers who consistently hit course markers will be penalised with the removal of 6 points per race or if scored less than 6 points the maximum of points scored in that race.
- I. All Marshalling posts shall be equipped with fire extinguishers of 5 kg minimum weight.
- J. Certain types of straw bales cannot be used. Please contact your EHF Sports Commissar for advice.

8. Race Procedure

8.1 Flags

- A. All flags should be at least 450mm x 450mm and must be clearly visible from the course.

Flag in Use	Purpose
National Flag	Start of Race
Stationary Yellow	Warning of Danger
Waving Yellow	Slow down and Prepare to Stop
Red	Race Stopped - Craft Stop
Yellow with Black Diagonal Cross	Race Leader on Last lap
Black & White Chequered	Finish of Race
Half Yellow, Half Black with vertical Division	False Start, craft to return to start grid
Black together with Number Board	Craft Bearing that Number to return to paddock (only given by Race Director, their Deputy or designated Chief Scrutineer)

Table 8-1:- Flag Designations

- B. Other flags may be used for other purposes but their use must be made clear at the Drivers briefing.
- C. Only Marshals designated by the Race Director or Chief Marshal are permitted to use Course Flags during a race. Flag Marshals must ensure that neither spectators nor racing drivers pick up and use Course Flags during a race.
- D. Red and Yellow flags must be available at all marshalling positions as designated by the Race Director.

8.2 Grid

- A. The drivers position on the grid shall be determined by:
 - a) First Race: Use the results of the previous year OR Total points in Year OR Time Trials See 14 Appendix – E)
 - b) Race 2 Use the result of Race 1
 - c) Race 3 Use the result of Race 1+2
 - d) Race 4 Use the result of Race 1+2+3.
- B. Drivers who arrive on the start grid after the showing of the two-minute board will be placed at the back of the grid.



8.3 Starting the race

- A. No race shall be run before the previously printed time, unless all drivers are in agreement.
- B. Boards and an audible signal shall be used to notify the drivers of 10, 5, 2 and 1 minute to go before the start of a race. The numbers shall be a minimum of 300mm high and 30mm thick and shall be black on a white background or white on a black background.
- C. The race may be started by either the national flag, or a starting system of lights may be used.
- D. Any driver who causes more than one false start in any one race will be placed at the back of the grid of that race.

8.4 Race Duration

- A. The race director shall determine the number of laps in each formula to provide races of at least 10 minutes duration.

8.5 Finishing the race

- A. The race will finish for each craft as they pass the black and white chequered flag or 3 minutes after the winner finishes.
- B. Once the leading craft has passed the finishing line, the finish flag will remain shown for 3 minutes, unless all the craft are off the course.
- C. To qualify as a finisher, Drivers must have completed at least one third of the whole number of laps. The minimum number of laps SHALL be confirmed at Drivers Briefing.
- D. The race will be considered complete 15 minutes after the start, if none of the above circumstances have ended the race.

8.6 Red Flag

- A. A race shall be stopped (red flagged) if an incident occurs which poses a danger to drivers, spectators or others, when medical assistance is required on the course, or when an essential course marker has been removed. If a race is stopped the following will apply:
 - a) Less than one half of the whole number of laps completed by the race leader:
RACE RE-RUN
 - b) More than one half of the whole number of laps completed by the race leader:
NO RE- RUN See 0
 - c) All re-runs will use the original starting grid and the original race length or time.
 - d) In exceptional circumstances the number of re-runs may be decided by the Race Director.
 - e) The re-run may be postponed to allow another scheduled race to be started. Paddock signs will be used to inform drivers of the start time of the rescheduled race.
 - f) The Race Director SHALL decide whether to place the driver(s), who caused the race to be red flagged, to be placed at the back of the grid for the re-run.



8.7 Scoring and Results

- A. Lap scoring will be done by at least three persons and always by an odd number. Electronic lap scoring is considered as one person.
- B. Results shall be displayed for public viewing either electronically during the race or as soon as possible after the race and shall become final one hour after public release. The release time must be stated on the results. Any protest must be made I.A.W EHF.
- C. The points awarded for each race shall be:

Points Awarded		
1 st 25 points	2 nd 20 points	3 rd 17 points
4 th 15 points	5 th 13 points	6 th 11 points
7 th 10 points	8 th 9 points	9 th 8 points
10 th 7 points	11 th 6 points	12 th 5 points
13 th 4 points	14 th 3 points	15 th 2 points
All other drivers completing the race will be awarded one point. In cases where points are equal, race and result positions are to be decided as detailed in Appendix B		

Table 8-2:- Points

- D. If a race is completed due to a red flag being shown, the following will apply:
 - a) Each driver still in the race will have added to his lap score the number of laps the Race leader required to finish the full race.
 - b) The driver(s) for whom the red flag was shown will remain with the number of laps that they have completed.
- E. **In the case of a protest the results of that race will still be posted but have Provisional written on them.**
- F. Representatives of National Governing Bodies will have access to official lap scoring charts.

8.8 Merged Races

- A. Formula F1, F2, FS and F50 races may be merged at the discretion of the Race Director.
- B. Merging of races will be announced at a Drivers' Briefing.
- C. Objections to the merging of races must be presented to the Race Director at Drivers' Briefing.
- D. The driver of a craft entitled to compete in more than one formula in a merged race must elect in which formula they are competing before the start of the first race of that race meeting.
- E. For the first race of the race meeting the formulas will be positioned separately on the grid.
- F. Where 2 formulas are combined the grid position will be determined by the results of the last race regardless of formula.
- G. A merged race will be deemed to have finished when the leading craft from any of the formulas in the merged race has crossed the finish line at the end of their last lap.
- H. In the event of a red flag the race will be concluded according to the positions of all the craft in the merged race.
- I. In all other respects, races merged will be considered to be separate.



8.9 General

- A. All craft eligible to enter a race will be allowed to enter that race at any time during the race, providing that Race Marshals supervise entry to the course to ensure safety. Such late starters in any race shall be deemed to have started the race on passing the start line for the first time.
- B. Drivers in difficulty on the course must raise one arm vertically to warn other drivers.
- C. When a substantial complaint is made against a driver for dangerous behaviour, a verbal warning will be given to the driver by the Race Director and may be given any one of the following penalties:
 - a) The driver may be placed at the back of the starting grid for the next race.
 - b) The driver may be disqualified from the race and therefore lose any points gained in that race
 - c) The driver may be disqualified from the race meeting and may lose all points gained at that meeting.
 - d) Points may be deducted.
- D. Additional regulations may be added and these will be given to the Drivers at a briefing or in writing.

9. European Championship Races

9.1 Practice

- A. Two separate practice periods of at least 15 minutes each shall be allocated on the first day of each formula.
- B. The periods will be separated by a 30 min time interval for the first day. Second and subsequent days will have one practice period of 20 minutes for each formula.
- C. Juniors will be allocated a minimum of 15 minutes practice time prior to each day's racing.
- D. Novice practice periods should not be the first or last period on the first day of racing.

9.2 Classification

- A. For a race to be classed as a World Championship it must:
 - a) Be agreed by the WHF Governing Body. The WHF reserve the right to inspect proposed Championship sites prior to approval being given.
 - b) Except under exceptional circumstances be raced over a course which includes land and water.
 - c) Have a mass start, in line abreast or by grid system dependent upon room as indicated in para 7.2
 - d) Where the number of craft in a race will exceed safety or logistic limits, heats may be run. See 12:- Appendix - A.
 - e) In the event of exceptional circumstances the Race Director or a driver can call a meeting. A majority decision of the drivers shall prevail.



9.3 Limitations

- A. No craft shall carry a passenger.
- B. A driver must not change craft during a race. A red flag re-run is classed as a continuation of the original race, therefore a change of craft will not be permitted in the re-run.
- C. European Championship race meetings shall be held over a minimum of two consecutive days and except under exceptional circumstances, at least two races, per day, per formula will be run.

9.4 Awards

- A. Prior to the first race of an event, the organisers will display a list of the awards and races which count towards the appropriate awards.
- B. Points will be awarded for each race in the season and the total of these points will be used to produce the European Championship results.
- C. Unless the Annual Governing Board meeting of the EHF rules otherwise, all race meetings in a season will count towards the Championship.

9.5 Protest Procedure

- A. Should any driver need to appeal or protest, he/she should refer to WHF007 Appeals Procedure.

10. Noise Limits

- A. The maximum Static Noise level is 96dBA.
- B. The sound level of the majority of craft in a race will be measured.
- C. Flyby sound measurements will be taken during racing at a distance of 25 metres, with an instrument at a height of 1.2 metres (+/- 1 metre) above the ground. Any craft exceeding 102dBA may be required to take a static noise test.
- D. Static noise measurements shall be made at a distance from the craft of 25 metres with an instrument set 1.2 meters (+/- 1 metre) above the ground. The craft will be positioned in a fixed position on flat open grassland with all engines on maximum power. Measurements will be taken on all four corners of the craft.
- E. Any craft exceeding the maximum Static Noise level will be reported to the Race Director who may prevent the craft from further operation until remedial action has been taken and a subsequent noise test shows that the craft is below the maximum noise level.

11. Anti-Social Behaviour

- A. It is the responsibility of National Governing Bodies to ensure the correct social behaviour of all their drivers, families and supporters and to penalise behaviour liable to bring the sport into disrepute.



12. Appendix A:– Procedure For Running Heats

12.1 Heats

- A. Where the number of craft require that two heats are needed, the following procedure shall be adopted:

RACE 1 From Previous results (Timed trials)	
Heat 1A	Heat 1B
1 st ; 3 rd ; 5 th ; 7 th ; 9 th etc	2 nd ; 4 th ; 6 th ; 8 th ; etc
RACE 2 From results of Race 1	
Heat 2A	Heat 2B
1 st in Heat 1A	2 nd in Heat 1A
1 st in Heat 1B	2 nd in Heat 1B
3 rd in Heat 1A	4 th in Heat 1A
3 rd in Heat 1B	4 th in Heat 1B
etc	etc
RACE 3 From results of Race 2	
1 st in Heat 2A	2 nd in Heat 2A
1 st in Heat 2B	2 nd in Heat 2B
3 rd in Heat 2A	4 th in Heat 2A
3 rd in Heat 2B	4 th in Heat 2B
etc	etc
RACE 4 From results of Race 3	
1 st in Heat 3A	2 nd in Heat 3A
1 st in Heat 3B	2 nd in Heat 3B
3 rd in Heat 3A	4 th in Heat 3A
3 rd in Heat 3B	4 th in Heat 3B
etc	etc

- B. If more 4 heats are required they will be organised in the pattern as defined above.

12.2 Final

- A. No heats will be run.
- B. The race organisers will determine the maximum number of craft which will be allowed to start the race.
- C. Grid positions will be decided by the total number of points gained by the drivers in their 3 heats. Where points are equal positions will be decided by data from 13 Appendix –B



13. **Appendix B:- Procedure For Deciding Race Positions**


- A. This procedure shall be used for deciding race meeting positions or Championship positions when equal points are scored by drivers. The rules shall be applied in the order shown.
- Rule A:- The driver with the most number of highest points in all single races in the meeting or throughout the Championship will have the advantage.
- B. If the drivers are still equal then:
- Rule B:- The driver with the most number of second highest points in all single races in the meeting or throughout the Championship will have the advantage.
- C. If the drivers are still equal then:
- Rule C:- The driver with the better points in the last race of a race meeting or the better points in the final race meeting of the Championship will have the advantage.



14. **Appendix C:- Time Trials Format For First Race Grid Position**

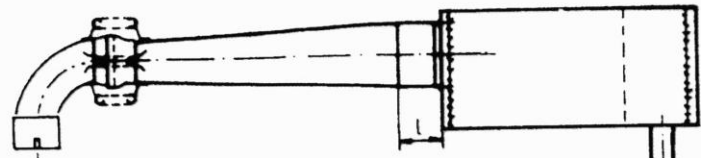
- A. Each Driver will be allowed 9 laps in a specific period for their formula. Their best lap time will count towards their first grid position in the Championships. It is up to the driver to complete their laps in the specified period. Under no circumstances will extra time or attempts be permitted unless this is as the result of the organiser's inability to record lap times.
- B. If drivers are competing in more than one formula they must record a time in each formula session. They cannot use times from other periods in a different formula.
- C. Drivers are allowed a free choice on when they take their laps within the specified time periods for their formula.
- D. A specified maximum number of craft will be allowed on the course at any one time and it is the driver's responsibility to manage their laps within this restriction.
- E. Lanyards will be tested before each attempt.
- F. Each craft is allowed a maximum of 9 laps. This includes out laps and in laps. Any driver exceeding 9 laps will forfeit their fastest lap times.
- G. It is the driver's ultimate responsibility to count the number of laps they have completed.
- H. If during a formula time period the red flag is shown the time period clock will be stopped and re-started after the incident has been dealt with. Any driver on the course on their out lap or timed lap when the red flag is raised will be given those laps back to use again when the time period re-commences.
- I. Drivers failing to register times in the allocated period for their formula will be placed at the back of the grid. If more than one driver is in this situation their positions will be drawn at random.
- J. All laps will be timed and recorded.

15. Appendix E:- Hirth Exhausts

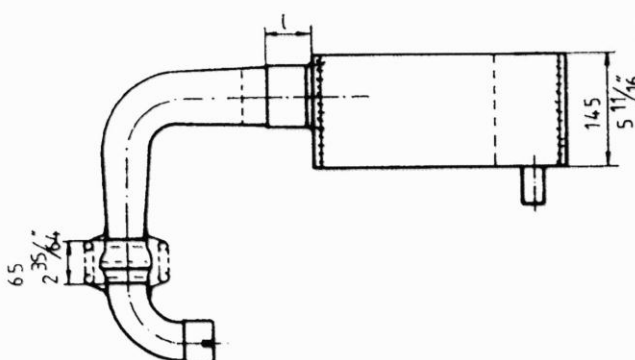
	<h2 style="margin: 0;">Hirth-Information</h2>	Mitteilung-Nummer: <h3 style="margin: 0;">0060</h3>
	Inhalt: Exhaust System Assemblies (2-cylinder- and 4-cylinder engines)	Datum: 12.06.2002

Basic System:

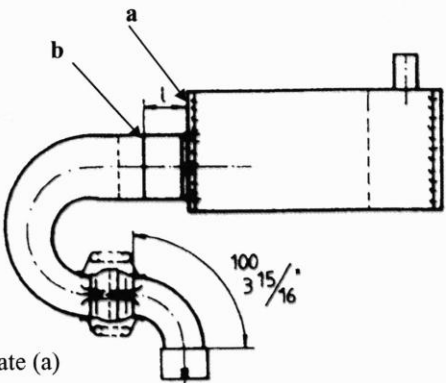
Version 1 (Straight Version):
 278 T13U



Version 2 (90° Bow Version):
 278 T14U



Version 3 (180° Bow Version):
 278 T15U



Note:
 The length „l“ is from the top plate (a) to the middle of the welding (b)

0060 engl. (Auspuffsystem Übersicht 2 + 4 Zylindermotoren).doc 7.11.2008
 Technical one subject to change

Page 1 of 5

Component Part Numbers:

Manifold: 278A1U Silencer: 278E4U

Diffuser Cones: 278T19U (Straight), 278T20U (90deg), 278T21U (180deg)

Manifold to diffuser Connectors: 278E19U (90deg), F308A7U (Straight)

Distance (L) (See above) for all configurations = 30mm



16. **Appendix E:- Cross Reference To Previous Issue**

Old Paragraph Number	New Paragraph Number	Changes
Foreword	1.1A – E	
	1.2	New Document References added
1.0A	2.1A	
1.0B	2.3A	
1.0C-F	2.2Ba - Bd	
1.0G-K	2.3B-F	
2.0Aa- Ab	7.1A	
2.0B-I	7.1C - J	
3.0A	3.1A-C	
3.0B	3.1D	
3.0C	Deleted	Covered in EHF002
3.0D	Deleted	Covered in WHF008
3.0E	3.1E	
4.0A-B	4.1A-B	
4.0C	4.2A-C	
4.0D	4.1C	
4.0E-F	4.1E-F	
4.0G	4.3A-D	
4.0H	4.1D	
5.0A	5A-B	
5.0B-C	5C-D	
6.0A-B	6A-B	
7.0A	7.3A, 7.3G, 7.3H	
7.0B	7.2B 7.3B-D, F, J	
7.0C	7.3E	
7.0D	7.2A	
7.0E	7.2C	
7.0F-G	8.2A-B	
7.0H	8.8B-J	
8.0A-B	8.3A-B	
8.0C-D	8.5A-B	
8.0E	8.4A	
8.0F	8.5C	
	8.5D	Paragraph added
8.0G	8.6A	
8.0H-J	8.9A-C	
8.0K	7.3F	
8.0L	3.2A	
8.0M	8.9D	
8.0N	8.3D	
9.0A	8.1A	
9.0B	8.1D	
9.0C	8.1B	
9.0D	8.3C	
10.0A-D	8.7A-D	8.7B Protest Procedure Reference added
	8.7E	Added
11.0Aa-e	9.2Aa-e	
11.0B-D	9.3A-C	



Old Paragraph Number	New Paragraph Number	Changes
11.0Ea	9.1A-C	
11.0Eb	9.1D	
11.0F-G	9.4B-C	
11.0HA-f	2.2A-F	
12.0A	3.3A	FS regulations changed to allow multiple ducts providing engine is below 250cc Hirth 2703 added
	3.3C	New section
12.0B-G	3.3D-I	
13.0A-G	4.5A-G	
14.0A-D	4.6A-D	
15.0A	4.4A	
15.0B	4.4B-D	4.4B revised to remove reference to F3 and F35
15.0C	4.4E	
16.0A	9.4A	
17.0A-B	10B-C	
17.0C	10A 10D-E	
18.0	9.5	Appeals Procedure moved to EHF009
19.0A	Deleted	Defined in EHF002
19.0B	1.1E	Repeated from Foreword, now covered by 1.1E
19.0C	8.7F	
19.0D	7.3I	
Appendix A	12 Appendix A	
a-b	12.2B-C	
Appendix B	13 Appendix B	
Appendix C	Deleted	Appeals Procedure moved to EHF009
Appendix D A-J	14 Appendix C A-J	
	15 Appendix D	Hirth Exhausts added
	17 Appendix E	New Cross Reference added