

FEMCA Driver Allocation Process

Please see below reply from FEMCA President.

1) Set the close off date at least two (2) Months Prior (preferable 3 Months but that is a bit late now).

2) Initial driver allocation makeup should be based on 150 drivers;

Initially

a) 1/3 rd local , 2/3rds off shore FEMCA block drivers .

I.e. with 150 entries 50 Local (less any international guests) / 100 other FEMCA countries

There are currently 12 countries in FEMCA so at 8 per country = 96 drivers

Accept all entries in their specific country ranking order with extras beyond their Initial allocation on stand by.

b) Then a reallocation with preference given to off shore entrants on an equal basis first then the balance returned to the locals. (Local drivers don't need so much time to get organised).

3) Provide detailed entry information and a up-to-date "live" drivers register that gives as much time as possible for off shore drivers to make arrangements, this should be available preferable via a dedicated * WEB site and final drivers list formally advised to FEMCA and participants immediately after close off.

* Online entry Web site allows for drivers to see status of their entry and if any additional spots are available.

4) Other block entry such as EFRA,ROAR is allowed for. In this case allocation should come from local driver allocation numbers. Allow say five (5) non FEMCA drivers however this could be more if the initial FEMCA overseas allocation is not used up.

5) Set entry fee in local currency based on USD\$85.00 per driver.

It should always be set in the local currency. Payment via bankcheque, direct deposit or Paypal.

6) Hopefully you will have enough names on standby to fill the grids. In the future we may handle the entries but not this time.

Regards Trevor

FEMCA