



**FIA NORTH EUROPEAN ZONE**  
NEZ Council (NC)

**NEZ Council - Minutes NC 01/12**

2012-03-25, 10.00-13.00

Scandic Hotel, Copenhagen, Denmark

Host of the meeting: DENMARK

Attendant: Appendix 01/12

- § 1 **The meeting starts**
- § 2 **Agenda for the meeting**
- § 3 **Approval of minutes from previous meetings**
- § 4 **FIA matters**
- § 5 **Radio-operated Model Automobiles**
- § 6 **Reports from NEZ Sporting Commissions**
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- § 9 **Organization**
- § 10 **Economy**
- § 11 **Fixed list of host countries**
- § 12 **Miscellaneous**
- § 13 **Next meeting for NEZ Council (planned date)**
- § 14 **End of the meeting**

**§ 1 The meeting starts**

The Chairman Mr. Johan Carlstedt started the meeting by wishing all the attendants a warm welcome to Denmark and the NEZ Council spring meeting. The meeting carried on with a short presentation of all attendants (see appendix 01/12).

**§ 2 Agenda for the meeting**

Mr. Johan Carlstedt asked if the proposed agenda could be approved.

Decision: The agenda was approved.

**§ 3 Approval of minutes from previous meeting**

**a) NEZ Council meeting in Tallinn, the 23<sup>rd</sup> of October 2011**

Mr. Johan Carlstedt asked if the minutes NC 02/11 could be approved.

Decision: The minutes were approved and will be attached to the minutes from this meeting.

**b) NEZ Council Working Group telephone meeting, the 14<sup>th</sup> of February 2012**

Mr. Johan Carlstedt asked if the minutes NCWG 01/12 could be approved.

Decision: The minutes were approved and will be attached to the minutes from this meeting.

- c) **NEZ Council Working Group telephone meeting, the 28<sup>th</sup> of February 2012**  
Mr. Johan Carlstedt asked if the minutes NCWG 02/12 could be approved.

Decision: The minutes were approved and will be attached to the minutes from this meeting.

#### § 4 FIA matters

- a) Information from the FIA/CIK meeting on February 8th about the International Sporting Code §18. There is no additional information just now, except for the already known regulations. Mr. Bo Sörensson raises the question about the possibility to compete with a National license within the NEZ. The matter will be further discussed within the NEZ Karting Commission and then suggested to the NEZ Council before making an proposal to the FIA and CIK
- b) Information regarding the zones within the FIA. There are no news from FIA. Mr. Johan Carlstedt will summarize all our activities within the NEZ in order to inform FIA.

#### § 5 Radio-operated Model Automobiles

Deep discussions about whether the Radio-operated Model Automobiles (Connected to ASN's in Denmark, Finland and Sweden) should be a part in the NEZ, or not. In Norway, the Radio-operated models Automobiles are connected to the motorcycle union. In all the Baltic States there are no activities with radio-operated Model Automobiles within there ASN's.

Decision: Radio-operated Model Automobiles can not be a part of the NEZ due to the fact that not all countries are organised within there ASN's. All Radio-operated Model Automobiles activities should be organised within the EFRA system. Also the Name NEZ Challenge, must be changed to something else like Nordic Challenge since it's not a part of the NEZ Organization.

#### § 6 Reports from NEZ Sporting Commissions

- a) Racing

National championships and cups in all NEZ-countries (as participated at the meeting). NEZ Championships in 4 different classes, Camaro Cup, Legend, Formula Ford and Formula Renault. The future for an eventually NEZ Championship in the GT-class will be discussed during the October-meeting. Finland, Estonia and Sweden are running a Formula Academy for youngsters.

- b) Rally

Presented a Coordinator, Per Ottosson, who will handle administration, marketing, information, website etc. Will present a safety regulation/information at the website as a help for all drivers and organizers, but mainly the scrutineers. No changes in the Technical Regulations.

- c) Rallycross

No changes. The NEZ Championship prize ceremony was cancelled due to Mr. Juris Bogdanovičs retirement from the Rallycross commission.

Ms Linda Cepurniece will be the new member from Latvia. The event calendar is confirmed for 2012

d) Karting

Produced an information pamphlet. NEZ Championship (includes the Swedish C-ship) event July 12-14th at Järfälla, Sweden. KF3 = NEZ Junior C-ship.; KF2 + KZ2 = NEZ C-ship. All participants are sponsored with 6 slick tires.

NEZ Aspen Race Fuel Cup will consist of 6 events, 3 in Norway + 3 in Sweden.

Mr. Bo Sörensson expressed the general minor interest for the NEZ Karting Commission. He asked all NEZ Council delegates to help promote all information about the NEZ Karting and to 'pick up' all possible interested persons.

Refer also to app. 5a, 6d and 6d\_a.

Geir Leret Andersen is proposed to be new chairman of the NEZ Karting Commission – see § 9.

e) Crosskart

Crosskart didn't have any meeting. No report available.

f) Drifting

Drifting didn't have any meeting. Report from Jorma Tikkanen – app. 6f.

g) Eco Run

EcoRun didn't have any meeting.

NEZ EcoRun Cup regulation draft was presented (app. 6g). No further specific information.

Decision: The Council decided that the Eco Run events and regulations within the NEZ should be run as near the FIA rules as possible. The working group must make sure that the ASN's of the countries involved in the NEZ Eco Run races will support and give their approval of each race.

h) Auto Navigation

Auto Navigation didn't have any meeting. No report available.

i) Offroad

Offroad didn't have any meeting. No report available, but information was given that maybe there will be a revised regulation next year.

j) Trophy Raid

Trophy Raid didn't have any meeting. No report available.

k) General information about championships and cups.

All NEZ Championships and Cups to be run according to NEZ General Prescriptions. Technical regulations are according to FIA or each ASN. The NEZ doesn't have any Technical regulations.

The shortened term NEC is NOT allowed to us when promoting NEZ, North European Championship. It must be written out completely as follows: NEZ North European Championship.

## § 7 NEZ Championships and Cups

### Confirmation of calendar changes (if any)

New confirmed races:

- **Karting: NEZ Aspen Race Fuel Cup:**

5-6/5	Kissanrace	Elverum	Norge
26-5		Rudskogen	Norge
2/6	Naf Löpet	NMK Vestf. Håskén	Norge
30-1/7	SKCC	Jönköping	Sverige
18-19/8	SKCC	Lidköping	Sverige
o 1-2/9	SKCC	Uddevalla	Sverige
  
- **Racing: Formula Ford NEZ Championship, June 15-17<sup>th</sup>, Karlskoga, Sweden**
- **Eco Run: NEZ Eco Run Cup:**
  - 8 June Bodø Norway
  - 28-29 september Copenhagen Denmark
- **Drifting: NEZ Drifting Championship:**
  - 9-10 June Gardemoen, Norway
  - 7-8 September Bikernieki, Latvia

## § 8 NEZ Website

Mr. Johan Carlstedt informed about the ongoing work with a new website. It is going to be easy to navigate. Every discipline has their own site inside which is administrated by themselves. Comments and eventual further ideas should be sent by mail to Mr. Carlstedt by soonest occasion. The website are to be up and running no later than to the autumn meeting for the council.

## § 9 Organization

### Update of organization plan of members in the Council and Commissions

The information in the organization plan was updated and will be presented on NEZ webpage.

Decision: Geir Leret Andersen was elected new chairman of NEZ Karting Commission.

## § 10 Economy

### Information from the secretary regarding NEZ member fee 2011

Mr. Johan Carlstedt proposed a rise of the member fee from EUR 700 to EUR 1000 in order to cover the increasing general costs. A draft regarding the split for the hosting country will be presented at the autumn-meeting.

Mr. Carlstedt also reported about the present situation regarding payments of NEZ member fee. All countries but Russia have paid the fees.

Decision: NC decided to follow Mr. Carlstedts proposal, a rise to EUR 1000.

## § 11 Fixed list of host countries

Mrs. Janette Arvidsson was given the task to fill out the fixed list of hosting countries.

## § 12 Miscellaneous

Discussions concerning an old decision to have separate fees within the disciplines.

The Rallycross may, during this year, have their own budget as before, but it will not be allowed for 2013 and coming years.

NEZ medals will as before be invoiced respectively to each country.

Decision: NC decided, unanimously, not to allow separate fees within the disciplines.

## § 13 Next meeting for NEZ Council (planned date)

The Council confirmed the date to October 27-28 for the next meeting.

## § 14 End of meeting

Mr. Johan Carlstedt thanked everyone for attending the meeting.

Minutes

Confirmed

Claes G Elofsson, Secretary (temp.)

Johan Carlstedt, Chairman



FIA NORTH EUROPEAN ZONE

NEZ Council meeting (NC 01/12)

## NEZ MEETING IN DENMARK 24-25 of March 2012

List of participants

### NEZ Council & Working Group

Name	Country	Comments
Mr. Johan Carlstedt	Sweden	Chairman
Mrs. Anni S. Andersen	Denmark	Member
Mr. Priit Pallo	Estonia	Member
Mr. Jani Backman	Finland	Member
Mr. Tryggvi M Thordarson	Iceland	Member
Ms. Linda Cepurniece	Latvia	Member
Mr. Donatas Večerskis	Lithuania	Member
Mr. Arild Antonsen	Norway	Member
Mrs. Janette Arvidsson	Sweden	Secretary of NEZ

#### Missing entries from:

Mr. Sergey Ouchakov	Russia	Member
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### NEZ Sporting Commission & Working Group members

Name	Country	Comments
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#### Karting Commission

Mr. Bo Sörensson	Sweden	Temp. chairman
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#### Racing Commission

Mr. Kim Bjerg	Denmark	Member
Mr. Mika Heinonen	Finland	Member
Mr. Janis Ducmanis	Latvia	Member
Mr. Claes Elofsson	Sweden	Member

#### Rally Commission

Mr. Janne Rydh	Sweden	Chairman
Mr. Johannes Fraas	Denmark	Member
<i>Mr. Tryggvi M Thordarson</i>	<i>Iceland</i>	<i>Member</i>
Mr. Janis Krastins	Latvia	Member
Mrs. Rasa Jakiene	Lithuania	Member
Mr. Jan Egil Jensen	Norway	Member
Mr. Per Ottosson	Sweden	Invited

#### Rallycross Commission

Mr. Jörgen Ring-Andersen	Denmark	Chairman
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#### Guests:

Mr. Jan Rodtwitt	Denmark	ASN CEO and Host
Mr. Hallgeir Raknerud	Norway	Ass. General Secretary



**FIA NORTH EUROPEAN ZONE**  
NEZ Council (NC)

**NEZ Council - Minutes NC 02/11**

2011-10-23, 10.00-13.00

Hotel Ülemiste, Tallinn, Estonia

Host of the meeting: ESTONIA

Attendants Appendix 01

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- § 9 **Changes in the General Prescriptions**
- § 10 **Spring & autumn meetings in the future for NEZ Council, commissions and working groups**
- § 11 **Election of Secretariat for two years**
- § 12 **Election of host countries for 2012 and 2013**
- § 13 **NEZ Council & Commission and Working Group meetings**
- § 14 **Miscellaneous**
- § 15 **End of the meeting**

**§ 1 The meeting starts**

The Chairman Mr. Johan Carlstedt started the meeting by wishing all the attendants a warm welcome to Estonia and the NEZ Council autumn meeting. The meeting carried on with a short presentation of all the attendants (see appendix 01).

**§ 2 Agenda for the meeting**

Mr. Johan Carlstedt asked if the proposed agenda could be approved.

Decision: The agenda was approved.

**§ 3 Approval of minutes from previous meeting**

**a) NEZ Council meeting in Tallinn 27<sup>th</sup> of March 2011**

Mr. Johan Carlstedt asked if the minutes NC 01/11 could be approved.

Decision: The minutes were approved and will be attached to the minutes from this meeting.

**b) NEZ Council Working Groups telephone meeting, the 13<sup>th</sup> of September 2011**

Mr. Johan Carlstedt asked if the minutes NCWG 03/11 could be approved.

Decision: The minutes were approved and will be attached to the minutes from this meeting.

c) **NEZ Council Working Groups telephone meeting, the 11<sup>th</sup> of October 2011**  
Mr. Johan Carlstedt asked if the minutes NCWG 04/11 could be approved.

Decision: The minutes were approved and will be attached to the minutes from this meeting.

#### § 4 FIA matters

##### - Suggested changes of the FIA Sporting code, regarding karting

Mr. Johan Carlstedt informed about the documents that have been received from FIA regarding the FIA International Sporting Code and app. 18. National events. In general there are no big changes for the main sports. The new regulations mainly concerns karting stating that if you compete in a national event in another country, you need an international licence. To get an international licence you need to be 13 according to the previous regulations.

The regulation also points out that it is the organiser who will be fined, by the FIA, if they accept an entry of a foreign competitor and/or driver who has no authorisation from their own ASN.

The latest version of the document was sent from FIA a day before the Council meeting and will be added to these minutes.

##### - Information regarding the zones inside the FIA

The matter was discussed in the spring meeting where Mr. Johan Carlstedt informed the members of NEZ not to use the FIA logo or the name FIA. NEZ is allowed to use the name North European Championship and North European Cup.

The NEZ Council has not received any new documents from FIA since the last meeting. Mr. Johan Carlstedt has been informed that Mr. Morrie Chandler will get back with more information regarding the updating of the zone regulations when the FIA World Council has had their meeting in December.

#### § 5 Reports from NEZ Sporting Commissions & working group

##### a) Karting

Mr. Bo Sörensson made a presentation of a new start of the work within the Karting commission which has not been very active lately. The commission had a meeting on Saturday discussing the regulations and explaining that they need the cross boarder races for all nationalities.

The commission requested help from the Council to make it possible to race with a national licence in national classes within the zone.

The commission talked about the importance of marketing NEZ, harmonizing the rules and regulations and about championships, trophies and cups as well as including the Rotax classes. The Commission had decided to start with a Championship in a single event, and later expand to more events in more countries.



The commission asked the NEZ Council for approval to print a pamphlet and to create a homepage including all information to make it easier to promote NEZ.

The commission will work on getting a new chairman to introduce at the NEZ Council spring meeting and they wish, if possible, that the members of the NEZ Karting commission should be a member of their national karting commission as well.

Mr. Johan Carlstedt asked the Council if they could support the three questions, to try to help making it possible to race with a national licence in national classes within the zone, to print a pamphlet and to create a homepage, could be supported.

Decision: The council agreed to support this.

### **b) Racing**

Mr. Marek Kiisa informed about the cancelled events during the 2011 season, and what they need to do to turn things around for NEZ Racing. Mr Kiisa also informed about the new interesting projects going on, like upgrading and reconstruction of racetracks and facilities in different countries within the zone. For information about the races during the year, see appendix 4b.

During 2012 there will be three new classes in NEZ Racing. All classes will hold one race in each class and the commission will work on building up the series for 2013.

The commission confirmed the classes as follows:

Camaro North European Championship, Legends North European Championship and North European Championship Formula Renault 2.0.

### **c) Rally**

Mr. Janne Rydh informed with joy that it was the first time that all countries (but Russia) showed up at the commission meeting. He continued by talking about the rally events as the traveler's championship for people who like to do something else and is looking for international experience.

During the year there were seven events in different countries plus the final in Estonia. To receive overall result for the season you need to take part in the final. The class 4WD and 2WD had many competitors but the Junior class had less. Some nations did not take part in the final. For more information, see appendix 4c.

During the meeting, the commission discussed the promotion for next year and the importance to explain the locations of the events and other simple but necessary information. All NEZ countries are interested in taking part of the NEZ events.

There will be seven events during the next year and it was decided that one of the events will take part in Iceland. The commission confirmed that the final will be the Saaremaa Ösel Rally in Estonia. The whole calendar will be confirmed in November.

Decision: Keep the regulations as they are today, keep the technical regulations from all countries and make a simple official exchange for the key marshals to get stewards from different countries to learn from each other. Mr. Janne Rydh will send the calendar information to the secretary.

**d) Rallycross**

Mr. Jörgen Ring-Andersen informed about the report, see appendix 4d.

Many drivers want to participate in NEZ Rallycross events but it is expensive for them to travel within the zone.

There will be a prize giving ceremony on January 7.

For 2012 they are also working to get more exchange of the stewards within the zone and to help more local stewards and clerk of the course to get international experience.

The commission asked the Council for an increased budget.

Decision: The Council will decide the matter at the Council spring meeting.

**e) Crosskart working group**

Mr. Geir Iversen informed about the report, see appendix 4e.

2011 has been the best year ever for the Crosskart working group. The quality of the organizers has been good and there has been a record in the number of participants with an increase of 20 %. The best event was held in Sweden with 84 participants.

The working group expects an increase for the next year and the events will be marketed as holiday events. They will also work within the Baltic countries to develop Crosskart more in this region.

Decision: The council pointed out that there are no NEZ technical regulations, only National and International. Since there are the same regulations in all NEZ Crosskart active countries, this will not be a problem.

**f) Formula offroad working group**

For information, see report (appendix 4f).

The working group asked the Council to use the FIA logo side by side with NEZ and asked about the TV-rights.

Decision: The working group, NEZ Championship organizers and other events that are not FIA approved, is not allowed to use the FIA logo or the letters FIA according to previous discussions regarding the matter.

Regarding the TV-rights the working group was asked to contact each ASN and ask for the rights directly. .

The Council made it clear that NEZ owns the rights for the NEZ championships and cups, but to be able to handle this in an easy way, the part asking to use these rights need to contact each ASN for an National event and the FIA for an International Event.

**g) Other**

***Eco run***

The Eco run working group had a meeting on Saturday and Mr. Jaakko Riikonen held a presentation at the Council pre-meeting. The working group has come to a conclusion to evaluate the already existing documents and the FIA regulations.

Decision: The working group will make a new suggestion to the spring meeting where the Council will decide how the working group will continue their work.

### ***Drifting***

Mr. Jorma Tikkanen made a presentation of the year and reported from the meeting which the working group had on Saturday.

There was one NEZ event in Riga where drivers from six countries participated. The event had 7000-8000 spectators, several entertainments, 48 registered drivers and the event lived up to all expectations.

The plan for 2012 will be to hold to races, one in Norway and one in Latvia.

The plan for 2013 is to run four events to be held in Norway, Latvia, Estonia and Sweden. The plan for 2014 is to run six events to be held in Finland and Denmark.

The working group is working on rules for safety and chassis. The working group also asked for information about how to work together with a promotor for the Drifting Championship in the future.

Mr. Michail Bonch-Osmolovsky made a comment on a new track in Sankt Petersburg, Russia. He would like to discuss if one event could be arranged there. According to him six events are too much in the future, and would prefer three to four events instead.

Decision: The working group will send in material regarding a promotor for the series to NCWG and the matter will be decided there.

General Decision: Each commission and working group who held a presentation during the Council meeting was asked to send their presentations to the secretary who will distribute them to everyone attending the meeting.

## **§ 6 Organization**

### **Update of organization plan of members in Council and Commissions**

#### **- Change of organization with Remaining Sports and the working groups**

A proposal was sent from Mrs. Vera Bakke Andresen to remove Remaining Sports from the organization plan and to update the Crosskart working group to a commission.

See appendix 5.

Decision: The Council agreed to the two proposals. The working groups will from now on report directly to the Council.

Mr. Jorma Tikkanen asked to update the Drifting working group to a commission as well.

Decision: When the working group shows good progress and continuity, the Council will consider upgrading the working group to a commission in the future.

**- Appointing of chairmen of Commissions + working groups**

The chairmen of the commissions were elected as follows:

Crosskart commission :	Mr. Geir Iversen
Karting commission:	Mr. Bo Sörensson (temporary)
Racing commission:	Mr. Marek Kiisa
Rally commission:	Mr. Janne Rydh
Rallycross commission:	Mr. Jörgen Ring Andersen

**- Update of members in Commissions and Working groups**

The information in the organization plan was updated and will be presented on NEZ webpage.

**§ 7 Economy**

**- Information from the secretary regarding NEZ member fee 2011**

Mrs. Janette Arvidsson reported on the present situation regarding payments of NEZ member fee. All countries have paid the member fee. The fee for 2012 will be sent out by the secretary in February-March according to the statutes.

**- Member fee for 2012 and how to divide between Host and Secretariat**

Mr. Johan Carlstedt asked the Council if the member fee needs to be changed.

Decision: The fee will stay as it is for the next year. 700 € to be collected from the member ASNs. The Sum will split between hosting country (400 €) and the ASN responsible for the Secretariat (300 €).

**§ 8 NEZ Championships and Cups**

**Confirmation of calendar and classes for 2012**

The calendars presented (appendix 7) were confirmed with some adjustments. The Drifting working group and the Rally commission will add their information and send it to the NEZ Secretary.

All regulations must be set latest at the 1<sup>st</sup> of December and sent to the NEZ Secretary.

**§ 9 Changes in the General Prescriptions**

There was a suggestion from Mrs. Vera Bakke Andresen to remove the information regarding NEAFP since it no longer exists, in the prescriptions.

Decision: The General prescriptions will be changed according to the proposal and updated on NEZ homepage.

**§ 10 Spring & autumn meetings in the future for NEZ Council, commissions and working groups**

It was discussed how the meetings should be set in the future.

Decision: The Council will have two meetings, one in the spring and one in the autumn.

The main purpose of the commissions and the working groups are e-mail and telephone meetings. At the autumn meeting, all commissions and working groups are allowed to hold a meeting at the same weekend as the Council.

At the spring meeting, the chairmen of the commissions will attend the meeting.

If the commissions and working groups want a meeting in the spring, they must send a request with a good reason, to the NEZ Council Working Group and ask for permission. The information will be written in the statutes and updated on NEZ webpage.

#### **§ 11 Election of Secretariat for two years**

Appointing of NEZ Secretariat for the following two years

Decision: To appoint Sweden as the NEZ Secretariat for the following two years. It was also decided that the election will be done at the NEZ General Assembly instead of at the NEZ Council meeting. The new change will be approved at the NEZ General Assembly meeting and updated in the statutes.

#### **§ 12 Election of host countries for 2013 and 2014**

The Council proposed Finland as the host country for 2013 and Lithuania for 2014. There were also a proposal to have a fix order on were to hold the meetings in the future.

Decision: It was decided to appoint Finland as the host country for 2013 and Lithuania for 2014.

It was also decided to make a suggestion of a fixed list to be discussed at the spring meeting in Denmark. A list of earlier held meetings will be added to these minutes.

#### **§ 13 NEZ Council & Commission and Working Group meetings**

A draft of the timetable was presented and the date for the Council spring meeting was approved. If any commission or working group will have a meeting, the date will be on the 24th of March.

The NEZ Council Working Group will have two telephone meetings to prepare the meeting in Denmark, on the 14th of February and on the 28th of February 2012.

Decision: The meeting will be held in Denmark on the 25th of March.

The date for the Council autumn meeting was discussed and the proposal is for the 28th of October and for the Commission meetings on the 27th of October.

Decision: The dates will be confirmed on the spring meeting on the 25th of March.

#### **§ 14 Miscellaneous**

There was no other matter to discuss.

**§ 15 End of the meeting**

Mr. Johan Carlstedt closed the meeting by thanking everyone for attending the meeting. He sees that NEZ is making progress and that the commissions and working groups are working hard to develop inexpensive semi international motorsport in our area.

Minutes

Confirmed

Janette Arvidsson, Secretary

Johan Carlstedt, Chairman



**FIA NORTH EUROPEAN ZONE**  
NEZ Council Working Group (NCWG)

## **MINUTES 01 - 2012**

14<sup>th</sup> of February 2012

Telephone meeting

Attendant: Mr. Johan Carlstedt, Sweden, Chairman  
Mr. Priit Pallo, Estonia  
Mrs. Anni Andersen, Denmark  
Mrs. Janette Arvidsson, Sweden, Secretary

Not attended: Mr. Jani Backman, Finland

- § 1 **Introduction**
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- § 3 **Minutes from the NEZ-meeting in Tallinn, Estonia, 23<sup>rd</sup> of October 2011**
- § 4 **Organization**
- § 5 **FIA matters**
- § 6 **Reports from Sporting Commissions (if any)**
- § 7 **Commission meetings, Denmark, 24<sup>th</sup> of March 2012** (to be granted if requested)
- § 8 **Draft agenda NEZ Council meeting, Denmark 25<sup>th</sup> of March 2012**
- § 9 **Proposal from Karting Commission – Aspen Race Fuel Cup**
- § 10 **Other matters**
- § 11 **Next meeting for NCWG**
- § 12 **End of the meeting**

### § 1 **Introduction**

The chairman Mr. Johan Carlstedt started the meeting by welcoming all to the first telephone meeting this year.

### § 2 **Approval of Agenda**

The meeting agreed to the proposed agenda.

### § 3 **Minutes from the NEZ-meeting in Tallinn, Estonia, 23<sup>rd</sup> of October 2011**

There were no remarks on the minutes from the NEZ Council meeting in Tallinn.

### § 4 **Organization**

#### **Changes in commissions:**

- Karting Commission, new Chairman?

As for today there have been no new proposals of names for any candidate to a new chairman.

## § 5 FIA matters

### a) Information from FIA/CIK meeting February 8:th about International Sporting Code

The NCWG received information from Mr. Bo Sörensson through Mr. Jaakko Markula who was present at the FIA/CIK meeting in Paris. There has been no exceptions of the regulations in the FIA International Sporting code §18 which means that the regulation is valid from January 1<sup>st</sup> 2012 as previously announced.

The matter will further on be discussed at the NEZ Council meeting in Copenhagen. Several countries had sent in a letter to the FIA/CIK meeting asking to reconsider the new regulation. These documents together with the information from Mr. Bo Sörensson will be attached to the agenda for the meeting in Copenhagen.

### b) Information regarding the zones within the FIA

Mr. Johan Carlstedt had received an interim report from FIA regarding the zones. The document will be attached to the agenda for the meeting in Copenhagen.

## § 6 Reports from Sporting Commissions (if any)

### a) Karting Commission

The report contained a summary of the work since the last meeting in Tallinn. A brochure to inform kart drivers about NEZ has been produced and the NEZ Championship will be an integral part of the Swedish Championship in Järfälla, Sweden, on July 11-14. It has been decided that there will not be a separate webpage for karting, but it will be a part of the general [www.fia-nez.eu](http://www.fia-nez.eu).

The NCWG stated that it is nice to see that it is progressing within the commission.

### b) Eco Run Working Group

The report contained information that the working group is still working on a suggestion on how to organize an ER NEZ competition. There will be a follow up on what the working group can come up to this year.

## § 7 Commission meetings, Denmark, 24<sup>th</sup> of March 2012 (to be granted if requested)

The Racing commission and the Rally commissions have asked to have a meeting. The NCWG approved of this.

The invitation to the meetings will be sent out to the Council members, the chairmen of the commissions and the members of the Rally and Racing commission, by Denmark this week.

It was decided that the Council will not have a pre-meeting on Saturday the 24<sup>th</sup> of March. The Council will only have the meeting on Sunday the 25<sup>th</sup> of March.

## § 8 Draft agenda NEZ Council meeting, Denmark 25<sup>th</sup> of March 2012

A draft agenda was presented for the meeting and will be sent out as a draft to all members of the Council before the next NCWG meeting on February 28<sup>th</sup>.



## § 9 Proposal from Karting Commission – Aspen Race Fuel Cup

A proposal from the Karting commission has been sent to the NCWG regarding a kart series called Aspen Race Fuel Cup. The series has been driven for several years in Sweden and Norway and the commission is asking it to be NEZ events.

Decision: The proposal was approved and Mr. Johan Carlstedt will inform Mr. Bo Sörensson about the decision. The dates of the series are as follows:

May 5-6	Kissanrace	Elverum, Norway
May 26		Rudskogen, Norway
June 2 - July 1	Naf Löpet	Håskén, Norway
Aug 18-19	SKCC	Lidköping, Sweden
Sep 1-2	SKCC	Uddevalla, Sweden

## § 10 Other matters

### a) Economy (Invoices sent out on February 2nd )

The NEZ member fees have been sent out by the Secretariat on February 2nd. The expiry date is on March 4.

### b) Timetable for autumn meetings 2012

(FIA World Council/General Assembly in December 2012 (to be confirmed))

A timetable has been set. The time for the NCWG telephone meetings will be changed to 13.00. A request will be sent to all the commissions to ask them start thinking about if they will have a meeting in Denmark since it will ease the planning for the host country.

### c) New NEZ Webpage

There is no new information at the moment.

## § 11 Next meeting for NCWG

The next telephone meeting for NCWG will be held on Tuesday February 28th, 2012, 13.00 CET.

## § 12 End of the meeting

Mr. Johan Carlstedt thanked everybody for attending the meeting.

Minutes

Confirmed

Janette Arvidsson, Secretary

Johan Carlstedt, Chairman



**FIA NORTH EUROPEAN ZONE**  
NEZ Council Working Group (NCWG)

## **MINUTES 02 - 2012**

28<sup>th</sup> of February 2012

Telephone meeting

Attendant: Mr. Johan Carlstedt, Sweden, Chairman  
Mr. Priit Pallo, Estonia  
Mrs. Anni Andersen, Denmark  
Mr. Jani Backman, Finland  
Mrs. Janette Arvidsson, Sweden, Secretary

- § 1 Introduction**
- § 2 Approval of the agenda**
- § 3 Minutes from the NCWG-meeting, 14<sup>th</sup> of February 2012**
- § 4 Report from Sporting Commissions (new info since the last meeting)**
- § 5 Agenda for the NEZ Council-meeting in Denmark (25<sup>th</sup> of March 2012)**
- § 6 Other matters**
- § 7 Next meeting**
- § 8 End of the meeting**

### **§ 1 Introduction**

The chairman Mr. Johan Carlstedt welcomed all to the second telephone meeting this year.

### **§ 2 Approval of Agenda**

The meeting agreed to the proposed agenda with a supplement regarding Radio-operated Model Automobiles.

### **§ 3 Minutes from the NCWG-meeting, 14<sup>th</sup> of February 2012**

There were no remarks on the minutes from the last NCWG telephone meeting.

### **§ 4 Report from Sporting Commissions**

#### **a) Eco run**

Mr. Jaakko Riikonen sent a suggestion of Eco run cup regulations. The report will be put to the agenda of the Council meeting in Denmark.

#### **b) Drifting**

The Drifting working group had a meeting in Estonia during the weekend and a report will be sent to the Secretary and put to the agenda of the Council meeting in Denmark.

Mr. Jorma Tikkanen sent an email regarding the status with the price money of the 2011 event in Riga. The matter will be forwarded to the Latvian ASN. They will handle this matter directly with the promotor of the event. A report in the matter will be presented at the Council meeting as well.

### **§ 5 Radio-operated Model Automobiles**

Mr. Johan Carlstedt has gotten a request from the Swedish national working group of Radio-operated Model Automobiles to be a part of NEZ again since they want to invite the Baltic countries in their events.

Decision: Mr. Johan Carlstedt will inform the person concerned that they will have to form a working group with contact persons to present at the NEZ Council meeting in Denmark. If the Council agrees to the proposal the working group will be able to restart.

**§ 6 Agenda for the NEZ Council-meeting in Denmark (25<sup>th</sup> of March 2012)**

The agenda was discussed and primarily set. The agenda and documents will be sent out latest on the 9<sup>th</sup> of March.

**§ 7 Other matters**

There were no other matters to discuss.

**§ 8 Next meeting**

The next meeting will be the NEZ Council meeting in Denmark on the 25<sup>th</sup> of March.

**§ 9 End of the meeting**

Mr. Johan Carlstedt thanked everybody for attending the meeting.

Minutes

Confirmed

Janette Arvidsson, Secretary

Johan Carlstedt, Chairman

**Following is an**  
**extract from the Dossier CIK 080212\_light**  
**International Karting Commission**  
**Meeting of 8 February 2012-03-12**

## **Translation of a letter from ACL on 19 December 2011**

### **Re : Application for a waiver for the participation of holders of national licences in events of the 2012 Luxembourg Karting Championship**

Regarding the above and our mail dated 14 June 2011, and as Luxembourg still does not have a homologated Karting track, the 2012 Luxembourg Karting Championship will be integrally organised abroad. However, the recent modification to Article 18 of the FIA International Sporting Code prevents our Drivers under 13 years old from participating in events abroad with their national licences, even if these events count towards the Luxembourg Championship.

Please note that some of our national Championship events will take place in 2012 in the Alsace-Lorraine region, in France.

Consequently, we would be grateful if you could grant us a waiver only for the Luxembourg Championship events that will take place in the Alsace-Lorraine region. That would allow our youngest Drivers to compete with their national licences in our Championship. In the interest of Karting and of the sport, we hope that our request will get a positive reply and that the licence holders from Luxembourg will get the opportunity to take part in a sporting and exciting Championship.

Please find attached the 2012 provisional Karting calendar, as well as a document from the Alsace-Lorraine CRK (Karting Regional Committee) confirming that the Sporting Commission of the ACL will organise its 2012 National Karting Championship within the framework of the events of the Alsace-Lorraine Championship.

Since the Sporting Commission of the ACL is currently finalising its 2012 national regulations, we would be grateful if you could send us a reply at your earliest convenience.

We remain at your disposal for any additional piece of information.

With best regards.

Lucien Franck  
President  
ACL Sporting Commission



# COMMISSION SPORTIVE DE L'ACL CALENDRIER SAISON 2012 \*

Version 04/01/2012

## CHAMPIONNAT DU LUXEMBOURG DE KARTING

### Groupe 1

1.	21-22.04.	Kerpen (DKM)	D
2.	26-27.05.	Wackersdorf (DKM)	D
3.	02-03.06.	Kerpen (ADAC)	D
5.	18-19.08.	Hahn (DKM)	D
6.	22-23.09.	Wackersdorf (ADAC)	D
7.	13-14.10.	Genk (DKM)	B

### Groupe 2

1.	25.03.	Mirecourt (CRK Lorraine-Alsace)	F
2.	15.04.	Lommerange (CRK Lorraine-Alsace)	F
3.	06.05.	Mulhouse (CRK Lorraine-Alsace)	F
4.	24.06.	Vesoul (CRK Lorraine-Alsace)	F
5.	26.08.	Mirecourt (CRK Lorraine-Alsace)	F
6.	23.09.	Mulhouse (CRK Lorraine-Alsace)	F
7.	07.10.	Lommerange (CRK Lorraine-Alsace)	F

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*\* sous réserve d'éventuels changements*



**LIETUVOS AUTOMOBILIŲ SPORTO FEDERACIJA**

Draugystės g. 19, LT - 51230 Kaunas, Lietuva  
Tel. faks. +370 37 35 01 06, el. paštas: lasf@lasf.lt



**THE LITHUANIAN AUTOMOBILE SPORT FEDERATION**

To: **F.I.A. General Assembly**  
From: LASF  
Subject: PROPOSAL  
Date: 23 11 2011

Dear Colleagues,

We wish to express our concerns on the proposed amendments to the Article 18 of the ISC. We understand that children under 13 years of age should not spend nearly all of their school year for trips to competitions in other countries, but for such small countries like Lithuania, Latvia, Estonia, Belgium and similar those changes will cause very big problems.

For example, the Lithuanian championship is held in only 6 events. So far, our athletes also raced in Latvia, Estonia or Poland. Namely the countries that have common borders or exist in common economic or political region. Prohibiting children to participate in competitions in neighboring countries and leave them only a chance to compete among the 10 or 12 of its rivals, we can not expect that the roots of the karting sport will be healthy.

In case of adoption of new amendments drivers of small countries will not be able to participate in so popular monoseries World Finals.

We want to remind you that in our region, mainly due to climatic conditions most competition occurs not during the school year.

However, we have a proposal to reduce the presence of young drivers abroad and to encourage them to participate in as many competitions as possible at national level:

We offer to allow drivers till 13 years of age to participate in the competition in neighboring countries (having common borders) or in the FIA region. And give the driver the opportunity to participate in 3 other competitions during the year. This provision could be controlled through a special registration portal in CIK FIA website. For example. Lithuanian driver entering Easykart World Finals must first register with the CIK FIA registration system, and the organizer of competition shall only accept entry with a special code from the CIK FIA system.

We hope that our concerns will be heard and amendment's to ISC ART 18 will be examined once again.

Best regards,

LASF president  
Gintaras Furmanavičius



Traduction d'un courriel de la Fédération Roumaine de Karting du 18 janvier 2012

Objet : Catégorie Mini

Cher Monsieur Caro,

Suite à votre réunion avec des représentants de la Fédération Roumaine de Karting à Paris, et compte tenu des recommandations faites par la CIK-FIA, nous aimerions vous demander de commencer à prendre les mesures nécessaires pour obtenir de la FIA et de la CIK-FIA que les Pilotes de moins de 13 ans habitant dans des pays voisins proches de la frontière roumaine soit autorisés à participer au Championnat National Roumain de Karting. Avec cette permission, et conformément aux règles de la CIK-FIA, ils ne marqueront pas de points au classement final de cette compétition.

Merci de votre aide et de votre soutien.

Best regards,

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*E-mail from the Romanian Karting Federation on 18 January 2012*

*Re: Mini category*

*Dear Mr Caro,*

*Following the meeting you had with representatives of the Romanian Karting Federation in Paris and taking in account the recommendations made by the CIK-FIA, we would like to ask you to start taking the necessary steps to obtain from the FIA and CIK-FIA that Drivers under 13 years of age living in neighbouring countries close to the Romanian border be authorised to participate in the Romanian National Karting Championship. If so permitted and as stated in the CIK-FIA regulations, they will not receive points in the final classification.*

*Thank you for your help and support.*

*Best regards,*

Calin HERASCU  
Secrétaire Général de la FRK  
*General Secretary FRK*



*« internationales » masquées dans lesquelles les Pilotes de nombreuses nationalités concourent, tout en permettant au Karting de prospérer localement (c'est-à-dire dans des pays voisins).*

*La CIK-FIA devrait à mon avis créer conjointement un règlement technique général optionnel pour les classes d'âges correspondant aux Mini & Cadet (8-10 et 11-13 ans) afin de standardiser le monde du Karting pour celles-ci (= moins de coûts, plus de possibilités ultérieures de revendre le matériel, plus de stabilité technique, etc.). Chaque ASN serait libre d'adopter le règlement CIK-FIA ou de continuer ce qui marche bien dans son propre pays. La CIK-FIA peut proposer aux ASN de bons règlements techniques pour ces catégories, sans avoir à organiser ou approuver des Épreuves européennes ou internationales pour elles.*

*Ce n'est bien sûr que mon point de vue, et d'autres ASN seront peut-être totalement favorables aux amendements tels qu'ils se présentent actuellement... mais il est à mon avis nécessaire d'y regarder de plus près avant de les intégrer au règlement.*

*J'espère que vous comprendrez mon point de vue et que nous pourrons débattre de la question lors de la prochaine réunion de la CIK-FIA.*

Meilleures salutations,

Mathieu Remmerie  
RACB Sport

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***Mail from Mathieu Remmerie du 27/1/2012***

***Re: Article 18 of the ISC***

*Dear Vincent,*

*First of all, I would like to apologise because I will not be able to be present during the forthcoming meeting of the CIK Commission (8/2/2012). After having read the agenda, it seems it is going to be a very interesting meeting regarding the future of our favourite sport, Karting.*

*As far as point 8 is concerned (Article 18 of the FIA International Sporting Code), I would ask you to add the following mail to the (Supplementary) Dossier of the meeting.*

*This is the point of view of the RACB Sport, which was sent to the CIK-FIA on the 27 October 2011:*

**As I understood, the proposal that the CIK-FIA Members, including myself, unanimously approved during our CIK-FIA meeting on 3 June 2011 was approved by the World Motor Sport Council in Singapore on 23 September 2011 and still has to be approved by the General Assembly of the FIA scheduled for 7 December 2011, before coming into effect.**

**The proposed amendments seemed a good idea to me at first, and apparently to many others also, as they have been approved by unanimous vote in the CIK Commission. However, with hindsight, I would like to make some comments concerning these amendments, since some other consequences (that were not yet very clear at the time of approval in the CIK Commission) have now been further analysed.**

**These consequences somehow contravene, in my view, one of the main objectives of the CIK-FIA: promoting Karting worldwide.**

- I fully agree with the main goal of the proposed amendments and do not want children to be competing around the globe and spending weeks out of school, where they belong at that age. Furthermore, I do fully agree that we need urgently some kind of support for the national events (the best testimony for this is that our Belgian Karting Championship attracted just 8 Drivers in KF2 & KZ2 at its last event of the season, and only 15 Drivers in KF3). However, the proposed amendments might have some 'perverse' consequences. Let me give you an example: a 10 year old Driver living near the French-Belgian border has only to travel around 1h00-1h30 to reach Mariembourg or Genk in order to participate in a round of our National Championship. From now on, that same Driver will have to travel further away to compete in his own National Championship at tracks like Varennes-sur-Allier and Salbris. The same problem is also encountered by young Drivers in other countries. This means that our National Championship will almost certainly lose some Drivers, but it might also imply that those concerned are no longer interested in doing their National Championship because of the long journeys.**
- Specifically for Belgium (and the Benelux Zone), we are encountering the problem that we have not a lot of Karting tracks (Mariembourg and Genk are actually the only ones able to host races on a national level). Our young Drivers will no longer be developing as might be the case if they had been born in France. They will be victims of the negative impact of racing on the same circuits all year long, accumulating far less experience than young French or German Drivers, who can hone their skills on a variety of Karting tracks around their countries. Furthermore, the fact that they can only race on two tracks might have a negative impact on the number of beginners willing to try their hand at Karting. All this might have a negative impact on the situation of Karting in small countries, like Belgium.**
- The amendments of this rule will almost certainly have a negative impact on the situation of Karting in Belgium. The last round of the Belgian**

**Karting Championship held with CIK-FIA categories had 74 entries, including 20 from a different country. Without these foreign Drivers it becomes almost impossible to organise races in Belgium, since there are too few Belgian Drivers to be able to have a correct starting grid and good competition. For the Organiser, these Drivers are also of the utmost importance since they make the difference between a break-even situation and making losses. The Belgian New Leading Kart Series (= the National Rotax Series) is doing well, given the economic circumstances, thanks to a lot of foreign Drivers. In the last meeting, up to 63% of the Competitors were of foreign nationality, most of them from just across the border in the Netherlands. If you take away these Dutch & French Drivers, none of these two Championships may be able to survive!**

**I would like to underline again that I am not against the original goal of these amendments in itself. It is not good for children to compete far away from home, thus missing school. But I have to look at the reality of Karting in Belgium.**

**Therefore, I would like to propose the following solution...**

**It might be an intermediate solution to accept Drivers from one country to compete in national races of a neighbouring country. For instance, Dutch Drivers would be able to drive in Belgium, but not in Spain or France. This way, the CIK-FIA would effectively ban hidden 'international' events where Drivers of numerous nationalities are competing, but it would enable Karting to prosper locally (i.e. in neighbouring countries).**

**I feels that the CIK-FIA should combine this with the creation of optional general technical regulations for the age classes Mini & Cadet (8-10 and 11-13 years old), in order to standardise the Karting scene for these age categories (= reduced costs, more opportunities to sell the equipment afterwards, more technical stability, etc.). Each ASN would be free to adopt the CIK-FIA regulations, or to continue with something that is working well in their own country. The CIK-FIA can propose to the ASNs good technical regulations for these categories, without organising or allowing European or International Events for them.**

**This is of course only my point of view, and other ASNs might be totally in favour of the amendments as they are right now... but in my opinion it is necessary to take a better look at it before putting it in the regulations.**

**I hope you can understand my point of view and that we can discuss this matter during the next CIK-FIA meeting,**

*Kind regards,*

*Mathieu Remmerie  
RACB Sport*

Tout ceci sera rendu plus difficile, pour ne pas dire impossible, par les nouvelles dispositions de l'Article 18 du Code Sportif International FIA. Or, en aucun cas la possibilité de courir dans une catégorie nationale dans un pays voisin dans la Zone d'Europe du Nord n'a entraîné de problèmes du type de ceux que veulent éviter les FIA et CIK. C'est pourquoi nous demandons à la CIK-FIA de faire une exception à la nouvelle règle pour nous permettre de continuer les activités frontalières des classes nationales.

Notre proposition est la suivante : **Autoriser les Pilotes détenteurs de licences nationales concourant dans les catégories nationales à participer aux courses nationales dans tous les pays de la Zone d'Europe du Nord.**

En guise de précédent parallèle, nous vous rappelons qu'en 1989 la CIK-FIA a autorisé les quatre Pays Nordiques à organiser des Championnats Nordiques pour toutes les catégories.

Meilleures salutations.

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*Translation of an e-mail from the Swedish ASN on 31 January 2012*

**Re: Article 18 CSI**

*The NEZ Karting Commission wants to bring to the attention of the CIK-FIA conditions that we feel will affect the development of national Karting within the North European Zone; but it also proposes measures to set aside the unwanted effects.*

*We understand the reasons for the new text of Article 18 of the FIA International Sporting Code, and we sympathise with the ambition of the FIA and CIK to keep young people at school instead of on the race tracks. For international categories (CIK-FIA Karting and Classifications and Definitions, Article 1.2: Classifications) we have no objections.*

*For years, the NEZ Karting Commission and the national Karting committees in the Zone have tried to encourage cross-border Karting activities, and succeeded quite well. We have also understood that this has been a correct interpretation of the spirit of the FIA Zones. In the North European Zone there are really two rather different groups of Karting. Firstly we have the group with the international categories, for which the CIK-FIA rules are strictly applied. The second group, which by numbers is the dominating group, consists of the many national classes, ranging from "Cadetti" for younger Drivers to "Sport and Promotion" classes for older ones. Depending on local conditions, like the availability of engines, the national classes are different in the different countries of the Zone. However, over the years the Karting committees have tried to homogenise the technical specifications in order to make it possible to compete over the borders also in the national classes.*

- *In the Baltic countries this has contributed to the preservation of Karting also in the difficult financial situation which has plagued the Baltic countries. There are in total only one hundred Drivers, of which only few compete in international categories. The possibility to race in the neighbouring countries has kept Karting for the national classes alive.*

- *In northern Norway there are no kart circuits but there are kart Drivers in the national classes. They have gone to national competitions on the neighbouring Swedish tracks. They can do this over the day, whereas a trip to a track in the south of Norway would lead to at least one day's stay in a hotel.*
- *In Denmark, in Zealand, and in Sweden's Skåne province, Drivers often visit each other's tracks to take part in races in the national Mini and Micro classes.*
- *Russian Drivers in the western part of the country have often raced in Finland, as there are more and better tracks there.*

*All of this will be more difficult, if not impossible, because of the new ruling in Article 18 of the FIA International Sporting Code. But in no case the possibility to race in a national class in a neighbouring country within the North European Zone has led to any problem of the kind that the FIA and CIK want to prevent. This is the reason why we ask the CIK-FIA to institute an exception to the new rule that will allow us to continue with the cross border activities for the national classes.*

*We propose as follows: **To allow Drivers with national licences driving in national classes to take part in national races in all countries within the North European Zone.***

*As a parallel case, we can remind you that the four Nordic countries in 1989 were given the permission by the CIK-FIA to arrange Nordic Championships in all classes.*

*Best regards.*

Bo Sörensson  
**Président temporaire**  
*Temporary Chairman*  
 NEZ Karting Commission



Lissone, November 16<sup>th</sup> 2011

**Commission Internationale de Karting (CIK-FIA)**  
Administration, 2 Chemin de Blandonnet  
1215 GENEVE 15, Suisse / Switzerland

To the kind attention of  
**Mr. Shaikh Abdulla bin Isa Al Khalifa (President)**  
**Mr. Kees Van De Grint (Vice President)**  
**Mr. Vincent Caro (Executive Secretary)**

Subject: **DISPENSATION TO ART. 18**

Ref. Easykart Trophy - Italy

Herewith, we would like to submit you a request for dispensation regarding the application of the Art. 18 (rules regarding the race participation for drivers under 13 years old out of their own country and ASN) in the Easykart Trophy, promoted by our company.

Since 10 years, this Trophy foresees a national series on 8 meetings, open to foreign drivers (which are about 35% of the total participants), besides an European Final (open to all European drivers, where this trophy exists) and an International Grand Finals, open to all the drivers in the world, where this trophy is present.

We should also premise that the Easykart Trophy is mainly rooted in the youth sector, having the 50% of European drivers under 13 years old, which are therefore affected by the new Cik-Fia rule. But it is especially a promotional series with low management costs and with proven ability in approaching new drivers to karting.

We ask for the dispensation of this article for the National Series, considering that 30% of the drivers come from countries (several of them bordering with Italy) where there is not a relevant karting activity; these drivers would therefore lose any formative opportunity, leaving our sport if they wouldn't have the possibility to race in Italy. Moreover, being a consolidate phenomenon of over 10 years activity, also many local operators are organized to carry out an agonistic programme in Italy and they would be forced to close, without this possibility.

For what concerns the events in a single race as the European Final and the Grand Finals, the application of Art. 18 would mean the erasure of such events, as over 60% of the drivers are under 13. This would also imply the erasure of over 10 years of our group's work on this matter, vanishing huge investments, but especially a great formative opportunity for the drivers would fail.

All this premised, underlining once more the promotional prerogatives of our project, strongly oriented towards the youth classes, we ask you to recognize to the Easykart National Trophy organized in Italy, and the two International meetings (European and Grand Finals) the possibility to host foreign drivers between 8 and 12 years old, having a Karting license released by an ASN member of the Cik-Fia.

We write you below the races for which we are asking this authorization:

<b>NATIONAL TROPHY</b>	26 <sup>th</sup> February	CASTELLETTO DI BRANDUZZO
	11 <sup>th</sup> March	SIENA
	15 <sup>th</sup> April	VITERBO
	6 <sup>th</sup> May	POMPOSA
	17 <sup>th</sup> June	CERVIA
	15 <sup>th</sup> July	CORRIDONIA
	29 <sup>th</sup> July	JESOLO
	16 <sup>th</sup> September	OTTOBIANO
<b>EUROPEAN FINAL</b>	20 <sup>th</sup> May	LIGNANO SABBIAIDORO
<b>GRAND FINALS</b>	21 <sup>st</sup> October	OTTOBIANO

In the hope of receiving a positive answer, we send your our kindest regards.

*Ronni Sala*  
Birel SpA  
Chairman



VORTEX FACTORY: Via Scarpone, 39 – 27100 PAVIA – ITALY – Tel. +39 0382 570267

Prevalle, December 22<sup>nd</sup> 2011

COMMISSION INTERNATIONALE DE KARTING  
CIK FIA SPORTING WORKING GROUP

To the kind attention of  
Mr. Kees Van De Grint, CIK FIA Vice President  
Mr. Vincent Caro, CIK FIA Executive Secretary

Dear Sirs,

According to the latest approval of the Art. 18 by the FIA General Assembly, concerning karting regulations (published on the CIK FIA website on 16th December 2011), we would like to draw your attention on some important matters about our monobrand category, the Rok Cup.

OTK KART GROUP Srl, Vortex Factory, is the Manufacturer of Rok engines as well as the Promoter of the Rok Cup, the category that in 2012 will celebrate its tenth edition for being an "International Series approved by the CIK FIA". Since its year of début, in 2003, the Rok Cup has been growing and growing in terms of categories, i.e. from the first Rok class, introduced with the Final 2003, we have now four categories since five seasons, Mini Rok, Junior Rok, Super Rok and the already mentioned Rok class. The number of drivers taking part in the Rok Cup International Final has been sensibly increasing as well as the number of the Countries from where the drivers come from. In the first Rok International Final, held at the Jesolo International Circuit, drivers were 34 coming from 7 different countries. The latest Rok Cup International Final filed over 300 entries, from 4 continents (Europe, America, Asia and Africa), representing 34 countries.

The constant growth of the Rok categories is also due to the very success gained by the Mini Rok category, for the youngest drivers. This last class is scheduled to be part of the Rok Cup International Final from 2006, next to the other three categories approved by the CIK FIA (Rok, Junior Rok and Super Rok) as a "national competition with great numbers of foreign drivers" named Mini Rok Final. The need of introducing the Mini Rok was also coming from the success of the category obtained in the national Championships all over Europe, America and Asia. This was clear in the figures obtained in the latest Rok Cup International Final with 68 mini drivers, coming from not less than 19 countries. Between them, many drivers were from the United States, South Africa and Japan, countries with a strong karting tradition. Moreover, this is a confirmation of how the Mini Rok Final race-event in the Rok Cup International Final, got a high value at International level.

The chance to take part in the International Final is an important goal to the drivers and also an important objective since it is considered to be one of the international most prestigious event in the karting field. The participation at the Rok Final is reserved to all national Rok champions, which also get a free entry, as well as free tires and hotel staying.

Furthermore the Rok Cup International Final is the crucial test for the Rok Talent Award title, awarding the two most talented drivers running in the Rok championships (in one of the 4 Rok categories between Rok, Junior Rok, Mini Rok and Super Rok), the seat as official Vortex driver in the most prestigious CIK-FIA competitions (World Cup and European Championship).

The Rok Talent Award is a project considered by OTK Kart Group as a training for the Rok Cup drivers allowing the most talented ones to enter the best international CIK-FIA categories, such as KF3 and KF2.

For the above mentioned reasons and being the Mini Rok category approved by the ACI CSAI and reserved for young drivers from 9 to 13 years old, we kindly ask a derogation to the law, art. 18, for the "Mini Rok Final" race only. This competition will take place on the occasion of the ROK CUP INTERNATIONAL FINAL (from October 11<sup>th</sup> to 14<sup>th</sup>, 2012).

The obtaining of the derogation would allow us to go on awarding the Mini Rok drivers competing in the Rok International Final. Furthermore we may also continue to promote and develop the Rok Talent Award project, including this way the youngest Mini Rok drivers too, between 9 and 12 years old.

*Thank you for your attention  
Best Regards*

OTK KART GROUP SRL

OTK KART GROUP S.r.l.

Robazzi Roberto

OTK KART GROUP srl

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**Following is an  
extract from the minutes of the  
CIK Commission meeting  
of 8 February, 2012**



## **EXTRACT FROM THE MINUTES OF THE CIK COMMISSION MEETING OF FEBRUARY 8, 2012**

### **8. ARTICLE 18 OF THE FIA INTERNATIONAL SPORTING CODE**

**Mr Al Khalifa** reminds the Commission that its Members unanimously voted in favour of the changes to Article 18 in early May 2011 before it was approved by the FIA World Motor Sport Council and ratified by the General Assembly. The intention is to protect the children's schooling and to give support to the ASNs to enable them to grow their national Karting Championships because ASNs complain that they do not have enough Drivers. Countries that do not have any circuits are however specific and this is the case of Luxembourg and Monaco. The former has a common border with France and the latter is fully surrounded by this country.

Just like Monaco is included in the French Football Championship, it is proposed that Monaco licence-holders be authorised to compete in French Karting events, and the Commission follows Luxembourg's suggestion to allow the Luxembourg licence-holders to compete in Karting events in France in the nearby Alsace-Lorraine region.

**Mr Schwirtz (LUX)** remarks that if the waiver is granted Luxembourg Drivers will run with Germany for Drivers over 13 years old. For children under 13 years of age, whose application for international licences has been rejected by the ACL in accordance with Appendix B, this ASN has asked for the proposed waiver.

**Mr Flaujac (MCO)** raises the case of Mika Hakkinen's son who is under 13, lives in Monaco and would like to compete in France and Italy.

**Mr Caro** says that asking for such a double waiver exceeds the possibility which may be granted to a country without a structure or championship, which is the case of Luxembourg.

**Mr Al Khalifa** adds that it may already be critical to ask the World Council for a waiver to race in *one* foreign country but *two* would be against the spirit of the proposal and is out of the question.

On behalf also of Belgium, excused today, **Mr Meylink (NLD)** points out that in the past there used to be a Benelux Championship. Both ASNs would like to continue. He proposes that countries with a common border be allowed to compete in the same national championships, including for children under 13 years old.

Whereas the Commission can make proposals on this issue for 2013, **Mr Al Khalifa** stresses that, for this year, the proposal is limited to these two ASNs with no circuit.

**Mr Athanasekos (GRC)** wishes to have a clear answer regarding the Zones. In the South East European Karting one there is also a Mini class championship.

**Mr Al Khalifa** notes that, while Zones are not clarified in Article 18, the World Council is currently looking at the Zone issue. **There are no provisions in the ISC authorising Drivers below 13.**

**Mr Herascu (ROU)**, Executive Secretary for the South East European Karting Zone, says that it was created 8 years ago for National licence-holders from 8 countries situated near one another; it integrates Mini category competitors (who compete with national licences), without which the Zone would be very poor. There are 3 or 4 races per year and they are organised during the holiday period.

**Mr Acar (TUR)** also feels that without the Minis the Zone Championship would be hard to organise as there would be approximately only 10-20 Drivers in other categories.

**Mr Jecminek (CZE)** is aware that it is the FIA law but he also notes how difficult it is for the ASN to explain to the Drivers that they cannot race in other countries. For national Federations the current period is really tough.

**Mr Czub (POL)** reminds the Members of the special free circulation status of European Community countries and thinks that the FIA makes a mistake in not allowing Drivers under 13 years old to compete in other European countries. He indicates that if we do not organise races for Drivers, their parents will. Furthermore, the constant changes introduced by the CIK-FIA are deterring competitors. And considering that, in Poland, Automobile series accept Drivers from the age of 14 or 15 it means that they only stay in Karting for 1 year.

While Mr Czub agrees that a Driver must start in his national Championship, he has asked the CIK-FIA to revive the former border agreements between neighbouring countries, because they used to provide opportunities for neighbouring countries to have more Drivers in their competitions. The CIK-FIA's policy should be to increase the number of countries and of Drivers but we can only do so with elite categories like KF1 or KZ by training young Drivers from the beginning.

**Mr Loriga (ITA)** notes that several Members having voted this proposal to the World Council no longer support their own decision (taken at the only meeting in which he was personally since he joined the CIK-FIA); it can mean that the decision was not really shared by the different countries – it is also the case of the CSAI, which organised the Rok Cup Final but will be unable to this year with the Minis. Same situation concerning the Easykart. And on top of this we have the problem of foreigners who try to obtain an Italian licence. Some ASN represented in this Commission give their agreement to the CSAI so that it can issue a transalpine licence whereas they have not even made all the controls prescribed by Article 110 (residence and schooling). The CSAI crystallises most of the problems related to this issue as many foreign Drivers want to race in Italy, the land of the best Manufacturers and Teams. Mr Loriga stresses that the problem mainly concerns Drivers under 13 because older competitors are entitled to apply for an international licence. The decision of the World Council was taken without taking into consideration the different problems expressed by the different ASN.

**Mr van de Grint** fully agrees that when the Commission decided to propose this change to Article 18 no one mentioned any of the above objections, and no one either when the World Council voted it. What Mr Loriga points out is very worrying about the licence issue. It is highly regrettable that people representing ASNs say one thing in this Commission and back home they do not respect at all the FIA rule!

**Mr Robazzi (ITA)** suggests allowing a Driver under 13 to go out of his country to compete in the Mini class Final, for example by means of a temporary licence. It would not harm children's schooling. And the CIK-FIA should think of Drivers from countries where it is only possible to drive a few months per year, with different possibilities in different countries.

**Mr Al Khalifa** says that such a proposal can be considered for next year. He adds that there is a study at the FIA on ages and the establishment of a possible ladder to connect Karting to single-seaters. This is an opportunity for all the abovementioned issues to be revisited.

**Mr Caro** remarks that yesterday's FIA single-seater meeting was concluded by a proposal that may solve some of these issues and reassure the Karting community.

**Mr Abella (ESP)** says that a working group put forward a proposal to the FIA Single-Seater Commission to review the age of Drivers authorised to switch from Karting to Formulae. It should be the civil year during which the Driver reaches his 17<sup>th</sup> birthday, without the current exceptions enabling 14 years old youngsters to drive a Formula. The project is to remove these exceptions to Appendix L.

**Mr Czub (POL)** proposes to introduce an international licence like the C1 licence for Drivers from 11.

**Mr Meylink (NLD)** supports this proposal and suggests starting the idea of lowering our 13 to 11 only for Karting, and gives us the possibility to reduce the possibilities of use of that international licence.

**Mr Herascu (ROU)** proposes that the CIK-FIA should create a category for 9-13 year-olds and give them international or national licences.

**The Commission recommends to the World Council that Drivers living in Luxembourg or Monaco, which do not have a circuit, be authorised to compete in neighbouring France.**

**Following is an  
extract from a Press Release from the  
World Motor Sport Council  
dated 09.03.2012**

## **Press Release**

### **WORLD MOTOR SPORT COUNCIL**

09.03.2012

#### **KARTING**

The date of the fourth round of the 2012 World KF1 Championship and the World Cups for KZ1 and KZ2 in Sarno-Napoli (ITA) has been moved to 30 August – 2 September.

The date of the third round of the World "U18" Championship and of the Academy Trophy scheduled for Bahrain has been moved to 8-10 November.

With immediate effect, the speed control when karts approach the start line during rolling starts has been removed for direct-drive karts with or without a clutch.

The WMSC has confirmed the provision of Article 18 of the International Sporting Code which provides that any kart driver be holder of an International licence to participate in any event (national and international) outside the territory of his ASN.

In addition, the CIK-FIA has been mandated by the WMSC to provide specific solutions where an ASN can establish to the satisfaction of the CIK-FIA the absence of any facilities in its country. Thus, following a proposal by the CIK-FIA, the WMSC has decided to enable national licence holders from Luxembourg (ACL) and Monaco (ACM) ASNs to compete at national French karting events sanctioned by the French ASN (FFSA).

It has also been mandated to develop guidelines for a more global implementation of this system from 2013.

## **Region / Zone Review Group**

### Interim Report:

- It is recognised that Zones have a special role in the development of Motorsport but need to be reviewed on an annual basis for their Events, Organisation and Safety structure
- Zones shall be subject to the Annual approval by the WMSC following a report on the zone activities (for 2011 a simple report shall be submitted and for 2012 a more detailed report is requested).
- The FIA Vice President with Regional responsibility shall, together with those members of the WMSC from the Region, coordinate the activities of the Zones and particularly identify and encourage opportunities to develop motorsport activity in new and emerging nations.
- Internal Zone regulations shall be lodged with the FIA for approval on an annual basis
- Zones exist to develop motorsport and for this reason the WMSC would anticipate regular review of the need for and makeup of, any given Zone. An action plan is required in each Region to bring in new countries
- The FIA recognises the role of the co-ordinator and to prevent confusion discourages the use of term 'President' in relation to the coordinators role.
- Wording in relation to Regions and Zones will be proposed to the WMSC at a later date for inclusion in the ISC



**FIA NORTH EUROPEAN ZONE**  
NEZ Karting Commission (NKC)

**REPORT TO NEZ COUNCIL**  
**2012, February 3rd**

From: Bo Sörensson, temp. chairman

At the meeting in Tallinn the NEZ Karting Commission decided to:

- produce a brochure to inform kart drivers about NEZ
- set up a NEZ Karting webpage
- take part in the organization of a North European Championship 2012
- take contact with the Rotax organization to discuss possibilities for cooperation
- find a permanent chairman for the commission

NEZ Karting Commission has had one Skype meeting, and numerous contacts between individual members.

#### **The NEZ Karting brochure**

A Master for a brochure has been made available during December for all ASNs to print and distribute. The Swedish version has been distributed, and printing and distribution is under way in other countries.

#### **The NEZ Karting webpage**

The high ambitions that were expressed in Tallinn have not been able to materialize. There will not be a separate webpage for Karting, but it will be part of the general [www.fia-nez.eu](http://www.fia-nez.eu) webpage. Information has been posted about the North European Championship, but the racing calendar is still missing. It is at the moment unclear how to handle the administration of the webpage.

#### **North European Championship 2012**

The NEC will be an integral part of the Swedish Championship 2012 at the Järfälla on July 11 – 14. The Invitation and Supplementary Regulations are posted on the NEZ webpage and has been distributed to all the members of the Karting Commission. The sponsor for free tyres for the Swedish Championship has accepted to sponsor free tyres also for the participants from the other NEZ countries.

#### **Contact with the Rotax organisation**

The needs further discussions with the Karting Committees in the NEZ countries.

#### **§18 of the FIA International Sporting Code**

The subject which has collected most interest and concern is the new text in §18 of the FIA International Sporting Code. Already at the meeting in Tallinn it was decided to send a request to NEZ Council asking NEZ Council to apply for exception for drivers in national classes. At the Skype meeting in January the delegates decided to make a direct approach to CIK and repeat the request for exceptions from the new rule for drivers with national licences, driving national classes in national races in the NEZ. The request was backed up with a presentation of the difficulties that the new rule is posing for a positive development of karting.

## I want to know more!

Fine! For you there will be a website on the Internet with a lot of information about Karting in the North European Zone.

See you at [www.fia-nez.eu](http://www.fia-nez.eu)



## Cooperation within NEZ – not just for Karting.

The basic idea of the NEZ-cooperation is to be able to compete in the neighbouring countries on almost the same conditions as home. This does not only concern Karting but also Rally, Racing, Rallycross and Crosskart, and more disciplines are added as time goes. In some of the sport disciplines they have managed to harmonize the technical and sporting rules and regulations to make it easier for drivers to take part in events among their neighbours.

## Many possibilities to compete

There are in the NEZ countries almost one hundred kart tracks of many different classes. In Finland alone there are nine tracks which have international homologation for World Championships. But in the Zone there are also many tracks that are used only for national events.

Within the North European Zone there are almost 10.000 drivers with a National or International Karting licence, a fairly constant number over the years. Some drivers have taken the step towards the professional or semi professional series which are run in Europe. You may think that it is a long step, but competing in NEZ can give you international experience – almost at your home ground. So, see you there!



This information about Karting in the FIA North European Zone will be distributed to all drivers who apply for a licence for 2012.

# NEZ

*NEZ is an organisation within the International Automobile Sports Federation (FIA), which has been established to facilitate cross-border racing.*

## Congratulations!

### Here is your Karting licence for 2012

We would like to inform you about the opportunity you have to take part in kart races within the **North European Zone of FIA**. The Zone consists of the following countries: Denmark, Estonia, Finland, Iceland, Latvia, Lithuania, Norway, Russia and Sweden.



*You can get International racing experience from International and National races within the Zone.  
Keep on reading and racing!!*





Photo: NBF/Raknerud/Nilsen

## Licences

In order for you to take part in a race in another country than the one that has issued your licence, you must have an International licence. You can apply for an International licence from the year you turn thirteen. With an International licence you can take part in international race events in the entire world, but also in national races in the North European Zone. Your kart club can tell you about the requirements for an International licence.



## Can I compete with my kart in another country?

When you take part in a race in another country in an international class, i.e. KF2, KF3 or KZ2, the international regulations always rule. So, if your kart passed scrutineering in your home country, you are also OK abroad. Regarding the national classes, i.e. the Yamaha class or the Mini and Micro classes, it is always the national regulations that rule. This means that if the country you are visiting has a different make of standard tyres, this applies to you as well.

To make it easier for you to know the differences between national classes, there will be information on Internet about the differences.

Check [www.fia-nez.eu](http://www.fia-nez.eu) for more information.

## What events are there in the other countries in the Zone, when and which classes?

On our webpages you will find an updated calendar for the entire Zone. There you will find all information about Karting in the FIA North European Zone.

[www.fia-nez.eu](http://www.fia-nez.eu)

## In 2012 you can be North European Champion in any of the classes KF2, KF3 and KZ2

This year offers something new – a North European Championship for the international classes KF2, KF3 and KZ2. The event will be run in Järfälla, close to Stockholm, in Sweden on July 12 – 14. Drivers from all NEZ countries are invited to this thrilling event.

*Will you be our first North European Champion?*



## **NEZ EcoRun Cup Regulations suggestion for NEZ Spring Meeting 2012**

### *Summa summarum:*

- *There may be one or more EcoRun (EcoRally) competitions to form a NEZ EcoRun Cup.*
- *Each of these competitions will have regulations of their own (national/competition regulations).*
- *All Cup participants must drive roughly the same route, difference made by filling stations.*
- *The fuel or energy consumption must be measured. These regulations are binding only on a few other points.*
- *If more than one competition, then the cup points must be harmonized or scaled to make each one equal.*

*For the year 2012 there are two competitions suggested to form a NEZ EcoRun Cup:*

- 1. Norway, Bodö on June 8<sup>th</sup>, 2012, KNA EcoRun*
- 2. Denmark, Vejle (or some central location) on September 28-29<sup>th</sup>, 2012, MK Centrum*

*The NEZ Spring Meeting shall decide about this suggestion in Copenhagen on March 25<sup>th</sup>, 2012.*

### **Cup competition**

These are general regulations for North European Zone EcoRun Cup, NEZ EcoRun Cup. In many points they are only suggestions.

The competition will be organised as an open Cup, complying with the regulations of ASN, these economy run Cup regulations and with the competition wise regulations + possible official competition bulletins issued later. The Cup requires participants at least from three NEZ area countries. The driver and co-driver can come from any NEZ area country and team drivers can represent different nationalities.

The aim in the competition is to complete the run with small fuel consumption, low CO<sub>2</sub> output and little energy usage. Competition is driven according to traffic rules and regulations.

The Cup will be decided in at least one competition each year. The competition(s) for the next year will be decided in NEZ autumn meeting in previous year.

The Cup will be delivered to both drivers and co-drivers separately. The prizes for the winner, second and third will be rewarded by winner's or winners' national ASN at a later announced date.

### **General regulations and competition regulations**

These regulations are to be followed to form a NEZ EcoRun Cup with the competition regulations. The fuel and/or energy consumption must be measured.

The organisers' third-party liability insurance is included in the ASN competition permit. Participation in the competition is at each competitor's own responsibility.

## **Participants**

Both drivers must hold a valid national competitors licence from the ASN. The one-shot competitor's licence can be purchased at the EcoRun office but only for persons living in that country.

Outside the Cup can anyone drive without competitor's licence. To compete in Cup both drivers need competitor's licence.

## **Entries**

All entry information and details will be published in the invitation and regulations.

## **Traffic rules and regulations**

EcoRun is driven according to traffic rules and regulations. The organisers will follow participants openly and secretly. For example speed limits must be obeyed.

## **Competition cars**

Entry to the Cup is open for all passenger cars (vehicle classified in registration attest as M1). The drivers must have a legal right to drive that car in the competition. If the car is owned by someone else than drivers, they must have a written permission to use that car in the traffic competition.

## **Competition Groups and Classes**

The general description of competition cars is made in previous chapter. Each competition will have its own groups and classes informed in the invitation and regulations.

It is recommended to attract also experimental Eco Cars. They are part of the competition but are not calculated in Cup. They have the group results of their own. Experimental Eco Car Group participants do not need to show competitors licence.

The principle is that different Groups have different characters of fuel (energy) and that fuel/energy has its own problems of fuelling or recharging. For this reason groups might have different length of route. All Groups being within the 15 % route distance maximum can participate in Cup.

## **Fuelling and recharging**

All filling and recharging info is published in the invitation and regulations.

Halda check (or "shake down") between fillings can be omitted e.g. in CNG Group vehicles Halda check does not have any effect on CNG filling reliability or electricity recharging.

Flexi Fuel Vehicles should come to the competition with almost empty tank to make sure that majority of the used fuel is bioethanol E85. Cars having separate tanks for different fuels (or energy sources) have to be filled with both (gas & petrol and Plug-in-Hybrids & Electric Hybrids). The marshals of filling & recharging must be aware of the obvious problems and potential difficulties according to the fuel or energy source used.

It is recommended – but not compulsory! – that EV energy consumption is measured as a recharged energy in kWh, not energy gained from the batteries. The electric cars will have their results just later on because their recharging may take too much time. If their energy consumption is not measured, they do not participate in NEZ EcoRun Cup.

### Scrutineering

The maximum tyre pressure limit should be 2,8 bar. If the owner's manual says for certain type of special tyres higher pressure than 2,8 bar, they can use the recommended pressures for those special tyres.

It is recommended that tyres must be according to the season. The competition regulations will tell if M+S tyres are allowed.

### Course of the event

For promotional reasons the start should take place from the same venue for all vehicles. The start place can differ from the main filling station, too. If possible, all vehicles should enter the same place after their fillings and rechargings in the end of competition. Electric vehicles may have different finish because they seem to have a lower range capability and the competition route much shorter.

All cars participating in the Cup, must drive roughly the same route length. The maximum difference between shortest and longest route is set to 15%. E.g. BiFuel and CNG vehicles filling stations may be in different places than the gas & diesel cars.

There are one or more legs in the route. Preferably there will be one or two breaks, and thus it consists of two or three legs, in minimum. The break should be around 150 minutes of driving giving an opportunity to have a snack and toilet. The recommended length would be about 300 to 500 kilometres.

The route is typically described in a road book and completed with the route map. Each section of the route has a maximum stage time of its own. Late arrival will make an extra, calculated percentage to the fuel / energy consumed. Deviation from the route will cause same kind of percentage punishment.

### Cup Results

Result system will be described in the invitation and regulations. There it is told for what kind of cars there event is meant for. It is recommended – but not compulsory! – to consider Group result calculation in a way that allows more potential participants with different types of cars.

The competition overall results can be calculated and presented separately for each group. The group winners will be the ones having smallest fuel and energy consumption, lowest CO2 output and lowest costs on the route. All these factors will give the same ranking within one group. The consumption figures are

presented in litres / kilograms and kWh, in CO<sub>2</sub> values, and money wise. The coefficients used are the same as FIA and EU/ECE norm calculations use.

### **Result calculation to determine the NEZ EcoRun Cup winner**

The most important thing is to get the overall result list according to the competition regulations. If the points used differ in scaling between competitions, the points will be harmonized to give all the competitions same value.

If the suggested Wh / kg / km is used, the result calculation protocol is needed only if there is more than one group in the Cup. In the case of one group only, the group winners will form the Cup results as well.

In the case of two or more groups, the group results will be appreciated according to consumption index, CI. The calculation is made of energy consumption proportional to vehicles own mass (value from the registration attest) per one kilometre (Wh / kg / km). The lower consumption index (CI) is better. This list will nominate the gold, silver and bronze winners. The list of the best will be formed roughly parallel to the FIA Alternative Energies Cup.

If there are electric cars in the Cup, it may be possible to make the Cup results just days after the competition. For this reason it is recommended to drive EVs outside Cup. The other reason is the route length and average speed requirements.

The NEZ EcoRun Cup will be delivered to both driver and co-driver separately. The prizes for the winner, second and third will be rewarded by the national ASN in each country. The local prize giving ceremony is up to the organizers' decisions.

If there is more than one competition in Cup and the final points end up in even score, the winner will be the one who drove results on heavier cars. This calculation is a sum of all his/her vehicle own masses. If this does not provide solution, it will be a lottery.

### **Punishments**

Punishments will be published in the invitation and regulations.



## **FIA North European Zone (NEZ)**

### **LIST OF HOST COUNTRIES**

2002	Sweden
2003	Latvia + GA
2004	Finland
2005	Estonia + GA
2006	Denmark
2007	Lithuania + GA
2008	Norway
2009	Sweden + GA
2010	Latvia
2011	Estonia + GA
2012	Denmark
2013	Finland + GA
2014	Lithuania
2015	+ GA
2016	
2017	+ GA
2018	
2019	+ GA
2020	

**DRAFT!**

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## TIMETABLE - NEZ COUNCIL & NEZ COUNCIL WORKING GROUP MEETINGS

Tue	July 10 <sup>th</sup>	Timetable to NEZ Working Group (S)
Thu	July 12 <sup>th</sup>	<u>Request</u> to the Chairmen of NEZ Sporting Commissions for a report and information if any of the Commissions plan to have a meeting on Oct 20 <sup>th</sup> . (S)
Mon	Aug 20 <sup>th</sup>	<u>Reminder</u> of the reports to the Chairmen of NEZ Sporting Commissions (S)
<i>Mon</i>	<i>Aug 20<sup>th</sup></i>	<i>Last day for answers from NEZ Sporting Commissions regarding meetings.</i>
Thu	Sep 6 <sup>th</sup>	Invitation for attending the meeting on Oct 21 <sup>st</sup> sent out to NEZ-countries (DK)
<i>Mon</i>	<i>Sep 3<sup>rd</sup></i>	<i>Last day for NEZ Sporting Commissions to send the reports.</i>
Thu	Sep 6 <sup>th</sup>	Agenda sent out for the NCWG telephone meeting 3/2012. (S)
<b>Tue</b>	<b>Sep 11<sup>th</sup></b>	<b>NCWG Telephone meeting 3/2012 at 09.00 CET (S)</b>
Tue	Sep 18 <sup>th</sup>	Draft minutes from NCWG 3/2012 ready. (S)
<i>Wed</i>	<i>Sep 19<sup>th</sup></i>	<i>Last day for entry forms for attending the meetings.</i>
<i>Tue</i>	<i>Sep 25<sup>th</sup></i>	<i>Last day for items to the agenda for the NEZ Council meeting in Denmark.</i>
Thu	Sep 27 <sup>th</sup>	Agenda sent out for the NCWG telephone meeting 4/2012. (S)
<b>Tue</b>	<b>Oct 2<sup>nd</sup></b>	<b>NCWG Telephone meeting 4/2012 at 09.00 CET (S)</b>
Tue	Oct 9 <sup>th</sup>	Draft minutes from NCWG 4/2012 ready. (S)
Wed	Oct 10 <sup>th</sup>	Documents sent out for the NEZ Council meeting in Denmark. (S)
<b>Sat</b>	<b>Oct 20<sup>th</sup></b>	<b>NEZ Sporting Commission meetings in Denmark (if any)</b>
<b>Sun</b>	<b>Oct 21<sup>st</sup></b>	<b>NEZ Council meeting in Denmark</b>
Mon	Nov 12 <sup>th</sup>	Minutes ready (latest).

NCWG = NEZ Council Working Group  
(S) = To be done by the secretary