

FIA North European Zone

NEZ Council - Minutes NC 01/14
2014-03-23, 10.00-13.00
Hotel Karolina, Vilnius, Lithuania
Host of the meeting: LITHUANIA



- § 1 The meeting starts**
- § 2 Agenda for the meeting**
- § 3 Approval of minutes from previous meetings**
- § 4 FIA matters**
- § 5 Reports from NEZ Sporting Commissions**
- § 7 Organization**
- § 8 Economy**
- § 9 Miscellaneous**
- § 11 End of the meeting**

§ 1 The meeting starts

The Chairman Mr. Jani Backman started the meeting by wishing all the attendants a warm welcome to Vilnius and the NEZ Council spring meeting. The meeting carried on with a short presentation of all attendants (see appendix 01/14).

§ 2 Agenda for the meeting

Mr. Jani Backman asked if the agenda could be approved with the added Racing Commission's report to § 6 f and "2015 meetings and host country" to § 10.

Decision: The agenda was approved with these additions.

§ 3 Approval of minutes from previous meetings

App. 1

- a) NEZ Council meeting in Helsinki, Finland, the 27th of October 2013

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

- b) NCWG telephone meeting, the 3rd of March 2014

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

§ 4 FIA matters

App. 2

- a) ASN Profile Form (to be distributed in the meeting)

Mr. Jani Backman presented the ASN profile form and it has been sent to all NEZ countries. The form is to be filled and returned to Mr. Backman who will then send them altogether to FIA.

- b) Belarus NEZ Membership Application

Belarus is a full member of the FIA. It was stated that the membership application must be decided in the NEZ General Assembly. NeZ council supports Belarus membership and invites Belarus to the autumn meeting as a guest.

§ 5 Reports from NEZ Sporting Commissions

App. 3

- a) Ecorun

The council discussed also about regularity competitions and a possibility to promote regularity within the NEZ. Regularity seems to be growing in many NEZ countries (f. ex.

Sweden, Norway, Denmark). The council decided to ask autonavigation and ecorun Working Group's opinion on how they see the discipline in the future.

b) Rallycross commission

Only the list of stewards is waiting to be confirmed. Otherwise everything is ready for the season.

§ 6 NEZ Championships and Cups (confirmation of regulations & calendars)

The regulations and calendars were confirmed and they have been updated to the NEZ website. Mrs. Linda Medne **told that they haven't received any news from Drifting and are waiting for some info on that.** Mr. Jani Backman will contact Mr. Jorma Tikkanen to get an update on the upcoming Drifting season.

App. 4

a) Crosskart

The regulations and calendar were confirmed and they have been updated to the NEZ website.

b) Rally

Chairman of the Rally Commission Mr. Janne Rydh presented the regulations to the council. The regulations and calendar were confirmed and they have been updated to the NEZ website.

c) Rallycross

Chairman of the Rallycross Commission Mr. Jorgen Ring-Andersen presented the regulations to the council. The regulations and calendar were confirmed and they have been updated to the NEZ website.

d) Karting

Chairman of the Karting Commission Mr. Geir Leret Andersen presented the calendar to the council. Mr. Geir Leret Andersen told the council that there will be a small change to the karting calendar and it will be updated to the NEZ website. The calendar was confirmed and it has been updated to the NEZ website. Regulations for the NEZ karting series are to be confirmed in the following week and then updated to the NEZ website.

e) Autonavigation

The regulations and calendars were confirmed and they have been updated to the NEZ website.

f) Racing

Chairman of the Racing Commission Mr. Marek Kiisa presented racing calendar and **the commissions meeting's decisions to the council. Racing Commission's minutes will be added as an appendix to these minutes.** Confirmed NEZ racing calendars are as follow:

NEZ Formula Renault 1.6

17-18 May

Botniaring FIN

08-09 August

Pärnu EST

19-20 September

Mantorp SWE

NEZ V8 Thunder Cars

13-14 September

Rudskogen NOR

§ 7 Organization

App. 5

Updates or corrections to the members in the Council, Commissions & Working Groups if any should be sent to Mr. Anssi Kannas for updating.

§ 8 Economy

Information regarding NEZ Member fee 2014. Mr. Jani Backman informed that NEZ membership fee invoices have sent out to member ASNs by e-mail.

§ 9 Miscellaneous

a) NEZ Website

The council discussed about the offer for the NEZ website. The cost would be about 330 € per country.

Mr. Geir Leret Andersen asked if a high resolution image of the NEZ logo could be found. M. Janne Rydh will check this from his contacts in Sweden.

Mr. Hallgeir Raknerud proposed that also the NEZ logo could be remade or updated at the same time with the websites.

Decision: The council decided to make a proposal to **the member ASN's to accept the offer and to build a new NEZ website.** The council also decided to ask for some ideas for the logo from Ajaton – the company that is also planning the web update.

§ 10 Next meeting for NEZ Council (planned date)

NEZ Sporting Commission meetings & Council meeting: 25th – 26th of October, Vilnius, Lithuania.

The council also discussed about the host of the 2015 meetings. It was brought up that **Iceland hasn't hosted these meetings before and** might be interested to host them.

Decision: The council decided to find out the possibility to arrange 2015 meetings in Iceland and contact the ASN Iceland for their opinion to host the meetings in 2015. If this **doesn't work out for some reason the meetings** will be held in Norway.

§ 11 End of the meeting

Mr. Jani Backman thanked everyone for a good and effective meeting.

**FIA NORTH EUROPEAN ZONE****NEZ MEETING IN LITHUANIA 22-23 of March 2014****List of participants****NEZ Council & Working Group**

Name	Country	Comments
Mr. Jani Backman	Finland	Chairman
Mr. Uffe Madsen	Denmark	Member
Mr. Claes Elofsson	Sweden	Member
Ms. Linda Medne	Latvia	Member
Mrs. Rasa Jakiene	Lithuania	Member
Mr. Hallgeir Raknerud	Norway	Member
Mr. Anssi Kannas	Finland	Secretary

Will not attend the meeting:

Mr. Tryggvi M Thordarson	Iceland	Member
Mr. Priit Pallo	Estonia	Member

Missing entries from:

Mr. Sergey Ouchakov	Russia	Member
---------------------	--------	--------

NEZ Sporting Commission & Working Group members

Name	Country	Comments
Karting Commission		
Mr. Geir Leret Andersen	Norway	Chairman
Racing Commission		
Mr. Marek Kiisa	Estonia	Chairman
Rally Commission		
Mr. Janne Rydh	Sweden	Chairman
Rallycross Commission		
Mr. Jörgen Ring-Andersen	Denmark	Chairman

NEZ - North European Zone

Regulations 201~~3~~4

North European Auto Navigation Champion- ship

Version	1.0 revision 2
Date	201 42-0211-29 <u>12</u>
Status	Final <u>Draft</u>

NEZ

1.	Championship	3
2.	Championship events	3
3.	Participants.....	3
4.	National Team's Championship.....	3
5.	Beginner's Cup	4
6.	Events.....	4
7.	Points.....	5
8.	Number of participants.....	5
9.	Information	6
10.	Registration and entry fee	6
11.	Starting order for participants in championship course	6
12.	Prices.....	7
13.	Race courses.....	7
14.	Stewards	8
15.	Supporters and leaders	8
16.	NEZ Working Group	9

1. Championship

These are regulations for

North European Auto Navigation Championship

Short: NEZ Auto Navigation Championship.

The regulations are managed and updated of the NEZ Working Group.

2. Championship events

The championship events are carried through according to organizing countries regulations and supplementary rules.

Championship events ought not to run together with national championship events.

3. Participants

The championship is open for all with valid licence from member ASN's inside FIA North European Zone.

The participants home country is defined as the country, they represented at there first NOM/NEZ race.

Driver and navigator, in a team, have to come from the same country.

The championship applies to the navigator. Different drivers can be used.

The championship goes to the navigator who obtains the highest number of points and the driver who has obtained most point together with the navigator.

The championship is open for all who have a valid license from member ASN's inside FIA North European Zone. All Championship events are open for all who register according to paragraph 10. The participants that take part in the championship have to be posted on the participants list.

4. National Team's Championship

National Team's Championship is run in the same events as the individual championship:

- The best three participants from every country, in the individual NEZ races, make the national team

- The three participants contribute with the same amount of points in the national team's championship, as they obtain individual.
- The National Team's Championship goes to the nation that obtains the highest number of point in the events outside their own country. Teams from the organizing country get no points in the National Team's Championship.
- At equal total points, the best participant's rank will settle the National Team's Championship.

5. Beginner's Cup

Beginner's Cup has the purpose to encourage new teams to participate in the championship:

- To participate in **Beginner's Cup**, both driver and navigator have participated in maximum 4 NoM/NEZ events/double events outside own country before the first race of the year.
- The teams who want to participate in **Beginner's Cup**, has to state that on the entry form.
- Beginner's Cup teams have to be marked on the entry list, by the organizer.
- Teams who participate in Beginner's Cup can simultaneously take part at the NEZ championship and also achieve championship points for the National Team according to paragraph 4.
- Separate points are accounted for Beginner's Cup according to paragraph 7.
- Total rank is calculated according to paragraph 7 ~~at~~ [below](#).
- **Beginner's Cup points are counted only based on Saturday event.**
- **Beginner's Cup participants drive in one class independent of the nationality.**

6. Events

The championship is run in 6 events. The organizing country has to announce the organizer at latest October 1st the year before. Change in organizer can only exceptionally take place, with approval of the countries that had participating teams the year before.

All events have to take place between April 1st and November 15th, with pause between June 15th and August 10th.

7. Points

At every event the organizer publish a points list for both the organizer countries participants and the foreign participants – **except Beginner's Cup**.

Points scale for the classes is:

- 1st place 60 points
- 2nd place 58 points
- 3rd place 57 points
- 4th place 56 points
- Forward to
- 59th place 1 point

After each event, the rank for both individual, Beginner's Cup and National Teams Cup is updated by the NEZ Working Group and published on the Internet.

Navigators obtain points from 4 events. Only one event from home-country can be obtained. If there for some reason only are run 4 events, navigators only get point from 3 events. Only competitors who participate abroad can get NEZ-points. NEZ-points are re-calculated for the events after final event if there are competitors who haven't taken part in any competitions abroad.

If more than one navigator obtains the same number of points, the mutual placement is decided as follows:

- First of all most points in 5 championship events (one home, 4 abroad).
- If this does not decide the rank, wins the navigator with mutual best rank in the events, where participants have competed in the same class. All the points the navigator has obtained in those events are added up and then the results are compared with each other.
- If the placement still is the same, the teams will get the same rank.

Beginner's Cup participant gets points from two events. Only competitors who participate abroad can get **Beginner's Cup points**. **If more than one navigator obtains the same number of points, the mutual placement is decided as follows:**

- All three events are counted.
- If this does not decide the rank, wins the navigator with mutual best rank in the event, where participants have competed at the same time.
- If the placement still is the same, the teams will get the same rank.

8. Number of participants

If the organizer wishes to limit the number of participants, foreign participant in championship classes' have priority.

Participants who have participated in earlier events of the championship have preference.

9. Information

Invitation with supplementary regulations, start program with entry list plus bulletins has to be written at least in English and can be supplemented with translations in organizers language.

Supplementary regulations have to include necessary equipment:

- Participants cars have to be equipped according to participants own country's traffic code and ASN's national rules. Tires can be limited according to organizing country's regulations.
- Equipment for communication between participants, participants and third party are not allowed. Mobile telephones can be brought along, but must not be used during events.
- **Advertising streamers has to be in agreement with participant's own country's regulations.**

10. Registration and entry fee

Registration to an event is done according to the organiser's instruction. After registration deadline (at least 5 days prior to the event) it is not possible to participate in NEZ-class. However, after the deadline it is still possible to change the registration except the navigator.

11. Starting order for participants in championship course

Starting order in championship course is arranged as follows:

1. Unseeded participants
2. Beginner's Cup participants
3. Seeded participants
5 best of each country **according to the last year's final NEZ results**. If somebody from top five is not registered, then 6th, 7th, and so on are taken to seeded group.

Beginner's Cup is not driven on Friday. However, those teams that are registered to Beginner's Cup on Saturday event, shall drive in group 2 on Friday as well.

As far as possible starting order is a mix of countries.

Example:

- Participant from country A
- Participant from country B
- Participant from country C
- Participant from country D
- Participant from country E

- Participant from country A
- Participant from country B
- etc.

However, if national championship is being held at the same event, local participants may be set to start before foreign competitors. Only foreign competitors are then arranged as described above.

12. Prices

At every event prizes are awarded according to praxis in organizers country. Championship classes have to be awarded separately.

At the last event the first three positions in the championship have to be rewarded separately. Medals are provided by NEZ through national ASN.

13. Race courses

The countries Finland, Sweden and Denmark make a double event, one Friday and one Saturday. The distance between the two events must be less than 150 km.

Domestic and foreign participants have to race the same course. Organizer can open an extra open class that drives the championship course. All participants in championship classes get points in the championship.

The championship course's difficulty, length and respite time has to be adjusted to foreign participants. The course has to be easier than a course in a national championship. Total race time must be maximum 2 hours Friday and 3½ hours Saturday plus transportations stages and pauses. One 20 minute break has to occur (Saturday) before 2½ hours race ideal time.

If three or more competitors are over the total respite time, it is extended with 60 minute intervals until two or less competitors are over the total respite time. This calculation is applied for each class separately. Respite time per stage is counted regardless of the above.

Start time for first participant on champion course is preferred at 19.00 Friday and 15.00 Saturday, latest at 20.00/16.00.

The championship course has to be worked out to be drivable for the last starting participants. Difficult drivable terrain ought to be avoided. Stones and other things making the course less passable has to be marked e.g. with white paint or warning sign.

All passing controls have to have left marking.

Beginner's Cup has to be run only in Saturday race on the first stages of the championship course. The number of stages included in Beginner's Cup has to be stated latest at Drivers Meeting. Beginner's Cup participants can voluntarily race the last stages, to achieve points in the NEZ championship.

14. Stewards

Local ASN sends Stewards according to own regulations to the event.

There is one foreign steward at every double event. Event gets foreign steward from the country that organizes next event according to the list below:

- 1st double event get steward from 2nd events country
- 2nd double event get steward from 3rd events country
- 3rd double event get steward from 1st events country

Costs for foreign steward's lodgings and food are paid by the organizer.

15. Supporters and leaders

Organizers ought to pick out areas where the event can be followed by supporters and leaders. Spectators must not have access - to communicate with - or in other ways to help the participants. The rest of the course ought - with exception for local population - to be free from spectators.

16. NEZ Working Group

The following persons act as contact persons together with ASN's. All proposals for changes in regulations, national regulations, invitations and results plus all other information have to be sent to all contact persons listed below. The contact persons pass the information on to own ASN and participants from own country.

Country	Name/address	Phone numbers/e-mail
Denmark	Bent Mikkelsen Strandvejen 18 DK-5600 FAABORG	+45 62616907 (home) +45 21798130 (mobile) +45 62615907 (fax) 2bm@vesteraabymail.dk 2bm@tdeadsl.dk
	Jan Søndergaard Præstebakken 19 DK 7480 VILDBJERG Working group leader	+45 20 97 95 51 (mobile+work) jan@mjtj.dk
Finland	Juha Heikkilä Hikivuorenkatu 50 A 1 Arster Landstr. 34 33710 TAMPERE DE-28279 BREMEN	+358 50 365 5122 (mobile) juhei@luukku.com
	Rolf Felin Hiirimäentie 10 B 2 FI-01690 VANTAA	+358 50 569 5512 (mobile) rolf.felin@saunalahti.fi
Norway	Thor Inge Tollehaug Haresvingen 11 N-3320 VESTFOSSEN	+47 32701395 (home) +47 32772017 (work) +47 32734270 (fax work) +47 91839057 (mobile) thoringe.tollehaugt@asplanviak.no
Sweden	Peter Kihlstenius Amatörvägen 61 SE-122 40 ENSKEDE	+46 8 919151 (home) +46 70 7618052 (mobile) kihlstenius@gmail.com
	Ulf Andersson Lodjurets gata 231 SE-13664 HANINGE	+46 70 5723972 (mobile) +46 8 7453456 (home) ulf.ulrika.andersson@telia.com
NEZ	Janette Arvidsson NEZ Council Working Group	+46 8 626 33 02 janette.arvidsson@sbf.se



2014 Calendar

FIA-NEZ North European Karting Championship

KF2 - KF3 - KZ2

08-10/08 - Rudskogen (NOR)

FIA-NEZ Karting Cup

KF2 - KF3 - KZ2

25-27/04 - København (DNK)

20-22/06 - Elverum (NOR)

15-17/08 - Lidköping (SWE)

North European KF Cup (FIA-NEZ Approved)

KF2- KF3

03-04/05 - Göteborg (SWE)

17-18/05 - Jönköping (SWE)

07-08/06 - Rudskogen (NOR)

20-22/06 - Elverum (NOR)

15-17/08 - Lidköping (SWE)

13-14/09 - Kongsberg (NOR)



* *Subject to approval of national calendar by DASU*

** *Subject to approval of date by NBF*

Red text= New or revised text

2014
RALLYCROSS CHAMPIONSHIP

1. General prescriptions.
2. Organization of event.
3. Program.
4. Participants, team entries, administrative checking
5. Eligible vehicles, drivers safety equipment.
6. Scrutineering (technical checking).
7. Free practice.
8. Common regulations for heats, order of start, finish
9. Order of heats.
10. Finals.
11. Parc Ferme
12. Individual and team results of the Championship.
13. Prize giving.
14. The main technical regulations
15. Penalties.
16. Protests, appeals.

- App.1. Contact information NEZ Rallycross Commission
App.2 NEZ Rallycross Championship organizers 2014



NEZ RC Website

1. General prescriptions.

1.1 These regulations prescribe NEZ (North European Zone) Rallycross championship 2014 organization, procedure and order of judge, requests for participants and prescriptions for Championship classification.

1.2 Questions not covered by these regulations are authorized to be decided by:
- Stewards, if decision is made during the time of event;
- NEZ Rallycross commission (NEZ RC) if decision is made in another time.
Supplementary regulations will be announced by dated and numbered bulletins and will be sent by post and e-mail to all the participating countries.

1.3 The NEZ RC Championship will consist of 4 events with 2 events on each side of the Baltic Sea.

Organizers, who do not have an event on the calendar the year before, must have a candidate event or an FIA event before an official NEZ event. The candidate event must be observed of 2 RC Commission members (ref. §2.2 RC regulations) who will make an observers report for the NEZ RC Commission

2. Organization of event.

2.1 Event will be organized in accordance with NEZ RC regulations by the Organizer of the Championship Event in cooperation with National Automobile federation ASN) and Rallycross Commission.

2.2 The event will be refereed by a panel of Stewards. Two of its members (including the chairman), of a nationality different from that of the organizing country, will be designated by the NEZ RC and one by the ASN of the organizing country. The cost for the Stewards on location must be paid by the organizer. The travel cost by the sending ASN. The stewards must send observer's rapport to NEZ RC within 4 days from event. Only officials with grade as Clerk of the course (int.), member of national offroad commissions and NEZ RC can be nominated as Stewards.

Supplementary regulations must have a list of officials:

- Chairman of Stewards
- Stewards
- Clerk of the Course
- Assistant of C.o.c.
- Secretary of the meeting
- Chief Scrutineer
- Chief Timekeeper
- Safety officer
- Drivers liaison officer
- Judges:

Circuit
Jumpstart
Joker lap
Finish line

The supplementary regulations should always be sent to the Chairman of the stewards for inspection before publishing - the very latest six weeks prior to the event.

2.3 The Championship will be held in rallycross circuits approved by ASN. The asphalt must be min 30% from total length of the circuit. After the ASN approval of the circuit, the NEZ RC commission must take note of the observers report from 2013, if available, before circuits are approved for a NEZ event.

3. Program.

3.0 Program of event

Wednesday before event date:

18:00 Entry list must be send by mail to mail@nez-rallycross.eu

Recommended:

Saturday.

13:00 – 16:30 Registration of participants, administrative checking

13:00 – 16:30 Scrutineering (technical checking)

15:00 – 16:45 Free practice

16.40 1.Stewards meeting

17.00 – 17.30 Drivers briefing **and the draw**

18:00 – 19:30 1. heat

Sunday.

9:00 – 10:00 Free practice

11:00 – 11:30 Official opening of the Championship event

12:00 – 13:15 2.heat

13:30 – 14:30 3.heat

after 3.heat 2.Stewards meeting

15:30 - 17:00 Finals

After A-finals 3.stewards meeting

18:00 - 18:30 Prize giving ceremony

Before Monday 09.00 Entry list and result of the event must be send by mail to mail@nez-rallycross.eu

3.1 Following programme of the event, depending on number of drivers, weather conditions and other reasons is prescribed by Clerk of Course and announced in drivers briefing and posted on official notice board on the day of the event.

3.2 Official language for briefings and information – English.

4. Participants, team entries.

4.1 Any person holding NEZ National license or International license valid for autocross and (or) Rallycross in year 2014 is eligible.

4.2 Individual and team entries must be sent to organizer not later than 7 days before event.

4.3 Entry fee for each driver **120 €** in each Rallycross Championship event.

- 4.4 Entry fee should be paid during administrative checking
- 4.5 During administrative checking driver reports his official and team.
- 4.6 All information concerning event participants must be on the official notice board.
- 4.7 Only driver or his team officials are eligible to apply to Championship officials for lodging announcements, protests etc. -

5. Eligible vehicles, driver's safety equipment.

5.1 The Championship is open to vehicles of following divisions:

NEZ SUPER 1600 – cylinders capacity does not exceed 1600 cm³, 2WD - front wheel drive, the driver min 16 years old.

NEZ 2000 - cylinders capacity does not exceed 2000 cm³. 2WD. Driver min.18 years old. Only cars homologated for 4 passengers.

NEZ Open – over 2000ccm without limits for cylinders capacity; 2WD, the driver min 18 years old.

NEZ SUPERCARS - cylinders capacity does not exceed 3500 cm³ (2058 cm³ with turbo) (4WD) – the driver min 18 years old. Only cars homologated for 4 passengers

5.2 Cars eligible to compete must be prepared in accordance with Technical Regulations approved by National Rallycross Commission and National Technical Commission for year 2014. If the drivers country don't have regulations for this division, the car must correspond to the Technical Regulations in one of NEZ countries. Start is refused if the car does not correspond to Technical Regulations.

5.3 Competition numbers for divisions:

NEZ SUPERCARS	101 - 199
NEZ 2000	201 - 299
NEZ Open	301 - 399
NEZ SUPER 1600	401 - 499

5.4 Competition numbers for NEZ Rallycross Championship 2014 are regulated by NEZ Rallycross commission in accordance to the results of NEZ Rallycross championship 2013. The first 6 competition numbers are reserved for the best 6 drivers, others – to be given by NEZ Rallycross commission after receiving the entry form (not later than 7 days before the event)

5.5 There will be only one driver per car in one class. The same driver in another class may compete with another car.

5.6 During the Championship between events, competitor may freely replace the car. If changing class, driver may not combine points obtained in different classes.

5.7 Additional fee 100 € has to be paid by a competitor who refuses to carry the organizer's sponsor's advertising.

5.8 Each driver must use safety equipment in accordance with Technical Regulations approved by his National ASN Technical regulations

6. Scrutineering.

6.1 Any car taking part in the event must be presented to scrutineering which will be held at organizer's indicated place in accordance with the time schedule for the actual event. Competitor, who arrives after the closing of scrutineering, may pass it in 1 hour time, by decision of the clerk of the course, and being applied financial penalty 20 €. No car will be allowed to start unless it has passed scrutineering and noise control.

6.2 Scrutineers must provide equipment for weighing of cars and noise control. Organizer must provide suitable covered working place.

6.3 Additional scrutineering may be carried out at any time during the Event after Chief Scrutineer's decision.

6.4 At scrutineering the competitor must present drivers card, Technical Passport obtained by National Rallycross commission, English version of his national technical regulations and driver's safety clothing.

7. Practice.

7.1. FREE PRACTICE

7.1.1. Free practice gives opportunity for driver to acquaint with circuit. Free practice is not obligatory

7.1.2. Cars from different classes are not divided

7.1.3 Drivers will start individually after distance regulated by start judge. There will not be more than 8 cars in each practice group. Each driver is allowed to compete 3 laps in one session. If a driver has the time and the track is vacant, he may drive for the next time.

7.1.4 Driver must undergo administrative control and scrutineering before entering on free practice

7.1.5 The Joker Lap can be used during the practice sessions.

8. Common regulations for heats, order of start, finish.

8.1 The NEZ event can be held together with national event.

8.2 It is recommended that NEZ FINALS are held separately from national finals.

Rallycross commission

8.3 The Steward may assign introducing lap before start. Introducing lap is not obligatory.

8.4 The starting grids for SEMI-FINALS and FINALS will consist of not more than 6 cars in three rows divided up into 2-2-2.

8.5 In all heats drivers are allowed to choose their starting places, in the heat they have been arranged in – the best qualified driver is able to make his choice first; the second best driver is able to choose one of the remaining places in the heat. This possibility of choice will also operate in the finals. The chosen start place may not be changed afterwards.

8.6 If a flag, which informs about technical problems (black flag with orange circle), are displayed for driver, he must go to the paddock for repairing of technical problems within one lap time.

8.7 If two or more cars stop during a heat, they are classified according to the number of laps covered or, if it is the same, the order in which they last crossed the finish line. The grid positions are decisive if the cars stop during the 1st lap.

8.8 If a car stops on a course, driver must immediately leave his car and go to a safe place behind track edges. Returning to the car or any action near the car until the end of the heat is prohibited.

8.9 Driver who has not started will be classified the last in the heat. If more than one driver has not started, they are classified according to their starting grid positions.

8.10 The start procedure begins with the showing of a “5 seconds” board. After this, the start will be given when the green light is switched on.

8.11 All competitors participating in the particular heat must be present on the start zone immediately after the start of previous heat, for 1st start of event and for starts after breaks – 10 minutes before the start time. In case of technical interruption Drivers' liaison Officer informs competitors about the time of next start. If a driver is not present at the time he will be given 2 min. If the driver is not present after 2 min. he could be excluded from the heat.

8.12 Only drivers who are about to start are allowed to be on the starting grid.

8.13 If the driver is not ready for the start in time, the start signal is given without him.

8.14 If a driver is unable to start a heat, his place in the start grid will remain empty and cannot be occupied by a driver from another grid.

8.15 When a false start occurs in a Heat, the driver(s) concerned will be warned by means of a warning flag meaning that a 3-second penalty will be added to the time set in the Heat concerned and the starting procedure will begin again. During the same Heat, if the same driver makes a second false start he will be credited with n+3 points for that Heat and not allowed to start.

When a false start occurs in a Semi-Final or Final the driver will not be allowed to start in that Final, and will be classified before the non-starters.

A false start will be declared if a car leaves its starting place before the start signal. False start is determined by the Clerk of the Course or by a person entitled by him - judge of false start, or by electronic start system.

8.16 The decision about ignoring the flag signals is made by the Clerk of the Course in accordance with "About applying penalties, lodging protests and appeals in autocross and rallycross" rules.

8.17 The end-of-race signal is given by Finish line Judge. After the finish of leading car, all other cars must finish not depending on the number of laps completed.

9. Order of heats

9.1 All drivers from all divisions are after the qualification in the one start list together.

9.2 Any driver, who passed all checkings and participated in the draw should be considered as a participant and counted towards the total number of participants in the event (n).

9.3 The maximum number of starters in qualifying heats is 5 cars, starting from one grid.

9.4 The qualifying heats must be min. 3000m.

9.5 The first round of qualifying heats – the start grid is made up according to the draw.

Dividing in heats (example, 28 drivers in total):

28	27	26	25	24
23	22	21	20	19
18	17	16	15	14
13	12	11	10	9
8	6	4	2	
7	5	3	1	

9.6 All the qualifying Heats will be timed and the fastest driver in each Heat will be awarded 1 point, the second fastest 2 points, and so on. Those drivers who did not complete the Heat will be credited with n+1 points; those drivers who did not start the Heat will be credited with n+2 points; those drivers who were excluded from the Heat will be credited with n+3 points.

9.7 The second round of qualifying heats – the start grid is made up according to the results of the first round.

9.8 The third round of qualifying heats – the start grid is made up according to the results of the second round.

9.9 If the driver is not going to participate in the heat, he has to inform 30 min before the heat.

9.10 The corrections in the heat start list can be done not later, than 15 min before the heat.

9.11 The sum **all three** rounds points determines the result of qualification for the finals.

9.12 **When two drivers have scored the same total of points for entering the Finals, the fastest time of any of the Heats is decisive.**

9.13 In case of following tie the next best time in qualification is ruling.

10. SEMI-FINALS and FINALS.

10.1 The NEZ **SEMI-FINALS and FINALS** must be held **OBLIGATORY** in accordance with following regulations (formula).

10.2 It is recommended that NEZ **SEMI-FINALS and FINALS** should be held separately from national finals. But if the finals are held together with other championship finals, the NEZ regulations are obligatory.

10.3 The NEZ **SEMI-FINALS and FINALS** for different divisions will be held separately.

10.4 The maximum of starters in NEZ **semi-finals and finals** is **6**, the start grids **2-2-2**.

10.5 The finals distance must be min. 5000m.

10.6 For qualifying to **semi-finals and finals** the driver must complete at least one heat.

10.7 **The 12 top-scoring drivers after the qualifying heats will qualify for the Semi-Finals. The winner, second and third-placed drivers in each Semi-Final will qualify for the Final. The Semi-Finals will only be run if there are at least eight (8) cars able to participate (a minimum of 4 cars per Semi-Final); if the Semi-Finals are not run, the 6 top-scoring drivers after the qualifying heats progress directly to the Final.**

10.8 **In the Semi-Finals drivers will be placed accordingly: 1st, 3rd, 5th, 7th, 9th and 11th in the classification after qualifying heats will take part in Semi-Final 1; 2nd, 4th, 6th, 8th, 10th and 12th in the classification after qualifying heats will take part in Semi-Final 2.**

10.9 **Driver's grid positions for each Semi-Final will be determined by their position in the intermediate classification. In Semi-Final 1 the driver in 1st position in the intermediate classification will have first choice of position on the front row, the remaining drivers taking the remaining grid places in order. In Semi-Final 2 the driver in 2nd position in the intermediate classification will have first choice of position on the front row, the remaining drivers taking the remaining grid places in order.**

10.10 **If a driver is unable to take his place in a Semi-Final (i.e. his car is unable to be driven under its own power to the starting grid), his place on the starting grid will remain empty. In the overall classification 4th, 5th and 6th drivers from the Semi-Finals will be classified as follows: firstly drivers who completed Semi-Final heat: 7th place – 4th in Semi-Final 1; 8th place – 4th in Semi-Finals 2; 9th place – 5th in Semi-Finals 1 and so on; secondly drivers who didn't complete Semi-Final heat: in the event of equal number of laps driver from Semi-Final 1 gets the higher position, if the tie is among drivers from the**

Rallycross commission

same Semi-Final heat, the driver who was in front in the classification after last full lap will get the higher position; thirdly non-starters: driver placed higher in the classification after qualifying heats will get higher position; and lastly disqualified drivers: driver placed higher in the classification after qualifying heats will get higher position.

10.11 If a driver is unable to take his place in a Final (i.e. his car is unable to be driven under its own power to the starting grid), his place on the starting grid will remain empty.

10.12 The order of finals must be clear at the beginning of the event; drivers must be informed about the order in 1st Drivers Briefing.

11. Parc ferme (closed area).

11.1 Immediately after the finals all cars must be parked in the parc ferme.

11.2 If a car is not parked in parc ferme due to fault of driver – he will be excluded from the meeting. The cars shall remain in the parc ferme until released by decision of the Clerk of the Course.

11.3 Only Scrutineers and competitors invited by Chief Scrutineer are allowed to be in parc ferme.

12. Individual and team results of the Championship.

Event:

12.1 At least one heat must be completed in the heats to be placed and score points.

12.2 Points in the Championship event will be awarded:

1st	20 points	9-	8
2 –	17	10 –	7
3 –	15	11 –	6
4 –	13	12 -	5
5 –	12	13 -	4
6–	11	14 -	3
7 -	10	15 -	2
8 –	9	16 -	1 point

12.3 Points for the team in the event is the sum of the 4 best results (in 4 different divisions) One best result from each division.

Championship:

12.4 Points for the individual Championship total results - the point's sum of all Events included in Championship classification.

12.5 In case of a tie, the number of total higher places in the Championship events will be the decisive. In case of further tie the highest position in last event in which at least one driver of the tie situation has started, is decisive.

12.6 The Champion title in division is awarded, if at least 4 (four) Championship Events are included in the Championship classification

12.7 In Drivers Championship **the 3 best** drivers will be awarded **with NEZ medals**

12.8 Prizes for the winners of NEZ Championship are: official NEZ medals. They will be given in Gala ceremony in driver's country or common NEZ RC prize giving ceremony.

13. Prize-giving.

13.1 The prize-giving in the event will take place at organiser's appointed place not later than 1 hour after finish of the last final heat, if no protests that can change prized places are lodged during this time, or after the protests are considered and the decision is made.

13.2 Prizes for the Championship event are:
- Cups

13.3 The best team of the event will be awarded with a cup.

14. The main technical regulations.

14.1 Technical regulations – according to National technical regulations.

14.2 Safety – according to National technical regulations.

14.3 Weight:

Weights in divisions **NEZ SUPER1600 + NEZ SUPERCARS:**

According to FIA European Rallycross Championship table:

up to 1000 cm³: 770 kg
over 1000 cm³ and up to 1400 cm³: 860
over 1400 cm³ and up to 1600 cm³: 1000
over 1600 cm³ and up to 2000 cm³: 1100
over 2000 cm³ and up to 2500 cm³: 1130
over 2500 cm³ and up to 3000 cm³: 1210
over 3000 cm³ and up to 3500 cm³: 1300 kg

Weights in divisions **NEZ 2000 + NEZ OPEN:**

According to table:

Engine volume up to	FWD	RWD	Wankel
1150cc	740kg	860kg	960kg
1300	750	890	990
1600	810	940	1040
1800	840	960	1060
2000	870	980	1080
2100	880	980	1080
2200	890	980	1080
2300	900	1000	1100
2400	920	1020	1120
2500	940	1040	1140
2600	960	1090	1190
2700	990	1120	1220
2800	1020	1150	1250
2900	1040	1170	1270
3000	1060	1190	1290
4000	1200	1330	1430
5000	1290	1500	1600
Over 5000cc	1370	1500	1600

14.4. The weight of the car is measured with the driver on board wearing his/her full racing apparel, and with the fluids remaining at the moment at which the measurement is taken.

14.5 Engine – free, in original department.

Turbocharged engine has coefficient 1,7 for example turbocharged engine 2000 cm³ is equal 3400 cm³ (2000 x 1,7) Turbo restrictor according to FIA regulations.

14.6 Transmission – free. (See p. 5.2.)

14.7 Suspension - free. (See p. 5.2.)

14.8 Steering – free. (See p. 5.2.)

14.9 Tyres.

Only rallycross and rally tyres are allowed.

Special autocross tyres KX or similar to them are forbidden.

14.10 The heating (mechanical and electric) of tyres is prohibited.

14.11 Noise – max 100 dB (at 4500 rpm).

14.12 Catalytic converter – not needed.

14.13 Starting numbers on sport cars – black, min height 400 mm.

14.14 Validity term for seat belts and seats – not longer than 5 years after homologation.

14.15 Drivers safety equipment according to national regulations.

15. Penalties.

15.1 The following list of examples is not exhaustive. The Stewards of the meeting have overall authority concerning the penalties imposed.

INFRINGEMENT PENALTY

01 Entry of a car not admitted under Article 5 of the Regulations:

Start refused

02 Absence of valid licenses:

Start refused

03 Absence of the ASN's permission on the entry form (where applicable):

Start refused

04 Failure to pay entry fees (where applicable):

Start refused

05 Failure to submit the homologation form:

Start refused

06 Vehicles failing to conform to the Safety measures:

Decision of the Stewards

07A Reporting late to the starting grid of the Heat, if the Clerk of the Course deems that this hinders the running of the Event:

Exclusion from the Heat

07B Lack of Reporting the non starting before the start of his/her Division

Decision of the Stewards

08 Absence of the identification marks affixed by the Scrutineers:

Exclusion from the meeting

09 Moving the track markers or driving outside the circuit in order to gain time:

Exclusion from the Heat.

10. First false start in a Heat:

3 seconds

10a Second false start in a Heat:

Exclusion from that Heat

10b: False start in a Semi-Finals or Final:

Classified last in that Final (before the non starters)

11 Failure to respect instructions given by the flag signals

12 Driver failing to conform to the safety measures

Decision of the Stewards

13 Any tampering with or attempt to tamper with the identification marks

Exclusion from the meeting

14 Infringement of the "Parc Fermé" rules

Decision of the Stewards

15 Reporting late to scrutineering EUR ... (to be specified by the organiser – maximum of 250 EUR)

16 Not-taking a Joker Lap - In a Heat:

30 seconds

- In a Final:

Classified last in that Final, before non-starters

Taking a Joker Lap more than once

- In a Heat or in a Final:

Decision of the Stewards

17 Incorrect temperature of the tyres:

Decision of the Stewards

18 Any deliberate contact between drivers/cars after the finish:

Decision of the Stewards

19 Incorrect use of engines and/or turbo:

8 places backwards in start position Finals

Moreover, the Stewards of the meeting, either themselves or upon the proposal of the Clerk of the Course may decide on any point which is not provided for in the Regulations and apply penalties in conformity with the criteria of the Code, of the NEZ Championships Regulations and of the Supplementary Regulations of the event.

16. Protests and appeals.

16.1 All protests will be lodged in accordance to national rules witch will be published in the Supplementary regulations of the event. The protest time will be 10 min after heats and 30 min after A-finals.

All protests must be made in written form in English and handed to the clerk of course.

16.2 Competitors have the rights to appeal the decision of stewards to organizing ASN in accordance to national rules, which are published in the short version of the event. Information. Appeal must be made in written form (English) and handed to the steward included a registration fee. Copy of the appeal must be addressed to NEZ RC together with stewards' report.

-o-o-o-

- Chairman of NEZ Rallycross commission:** **Mr. Jørgen Ring – Andersen**
Mail: ring@email.dk
Phone: +45 4057 9029
ASN: www.dasu.dk
- Vice chairman of NEZ Rallycross commission:** **Ms. Donatas Liesis**
mail: d.liesis@ts.vdu.lt
Phone:
ASN: www.lasf.lt
- Secretary of NEZ Rallycross championship:** **DASU, Denmark**
Address: Idraettens Hus
DK-2605 Brøndby,
Mail: mail@nez-rallycross.eu
Phone: +45 4326 2880
Fax: +45 4326 2881 att. JRA-NEZ
Internet: www.dasu.dk

Representatives of NEZ Rallycross commission:

- | | |
|---|---------------------------------|
|  Denmark | Mr. Jørgen Ring-Andersen |
|  Lithuania | Mr. Donatas Liesis |
|  Latvia | Mr. Viesturs Saukans |
|  Norway | Mr. Trond Bakkom |
|  Finland | Mr. Jukka Westerback |
|  Sweden | Mr. Daniel Nyman |
|  Russia | Mr. Rafael Bagautdinov |
|  Estonia | TBA |

Appendix 2: NEZ Rallycross Championship organizers 2014:

Calendar 2014

Event	Date	Track	Country
NEZ RC 1	June 21.+22.	Nysum	Denmark
NEZ RC 2	June 28.+29.	Momarken	Norway
NEZ RC 3	July 19.+20.	Vilkyciai	Lithuania
NEZ RC 4	July 26.+27..	Musa	Latvia

NEZ RC 1 Nysum Denmark

Address Nysumgårdsvej 8, DK-9610 Nørager

Phone: +45 9856 9310

E-mail: Klaus.S.Knudsen@googlemail.com

Internet: www.mnj.dk

NEZ RC 2 Momarken Norway

Address Momarken Bilbane, N-1850 Mysen

Phone +47 908 66 963

E-mail: sj@lundeby.no

Internet: www.momarkenbilbane.com

NEZ RC 3 Vilkyciai Lithuania

Address Vilkyčių village. LT-99369 Šilutes district, Lithuania

Phone +370 699 33916. Fax +370 441 44651

E-mail: kazimierasask@vilkyciai.lt

Internet: TBA

NEZ RC 4 Musa Latvia

Address Gailīšu pagasts pārvalde, Bauskas novads, LV-3931

Phone + 371 63923032

E-mail: musa@musa.lv

Internet: www.musa.lv



North European Zone Rally Championship 2014

Version 2014-01-02 JR
rev 2014-02-15 JR. (SSR (S) not NEZ event)

1 Name

- **NEZ Rally Championship. (NRC)** Individual championship
- **NEZ R2 Junior Championship. (NEZ R2-JRC)**
Individual Junior Championship counted in 4 Events
- **NEZ rally Nations Cup (NRNC)** Nations cup

2 Regulations

The NEZ event is organized according to the organizing countries National regulations and supplementary regulations for the event. Supplementary regulations are to be decided by the Organizer.

3 Events

Date	Name	Country	Comment
24-25 Jan	Winter Rally	LI	
21-22 Feb	Rally Finnskog	N	
8 March	Joensuu	FI	Junior R2 (only)
18-19 May	Talsi	LV	Junior R2
28-31 May	South Swedish Rally	S	Not NEZ event
9-10 Aug	300 Lakes	LT	
5-6 Sept	East Sweden Rally	S	Junior R2
27-28 Sept (Alt 18-19 Oct)	Rally Latvia	LV	Final (Except Junior R2)
31 Oct-1 Nov	Rally Denmark	DK	Junior R2 (only) Final

4 Eligible Competitors

The championship is open for all drivers with valid license from the following countries in The North European Zone: Denmark, Finland, Iceland, Estonia, Latvia, Lithuania, Norway, Russia and Sweden.



5 Eligible Cars

The championships **NRC and NRNC** are open for:

- International homologated cars
- National homologated cars confirmed by competitor's national ASN in written form in English including ev use of E85. The car and fuel used by a competitor must in all comply with the rules in the competitors ASN.

Tire regulations are according to the organizer's supplementary regulations. Manufacturer free.

The championship **NEZ R2-JRC** is open for R1 and R2 cars.

6 Entries

All entries are to be made according to each organizer's supplementary regulations. Foreign competitors will include automatically to NEZ rally championship. Drivers holding license in the organizing country can only participate in the NEZ championship by filling a mark in a special box of organizer's entry form.

There are no separate entry form for NEZ nations cup except FINAL event when each country representative or first country competitor in starting list must nominate the competitors (two in each group) to represent the nation. All drivers entered for NEZ-points in the NRC will automatically have status to score points for the nation.

7 Results in the individual events

Separate results will be made up, dividing the finishers in the following groups:

- Group 1: 4WD- Grp. A, WRC cars, RRC, N, Super 2000, R4, R5, National cars.
- Group 2: 2WD- Grp. A, N, R and National cars.
- Group 3: Juniors- Drivers up to 25 years old on 01/01/2014, in R1/R2 cars.
Note! Drivers in group 3 above can also score points in group 2 in the same event.

Points scale for the groups in individual events is:

1- 20; 2- 18; 3- 16; 4- 15; 5-14; 6-13; 7-12; 8-11; 9-10; 10-9 etc ...

The points for each nation are calculated by adding the points received in the NRC by the nations highest scoring competitor in each group. This means that a nation can count only points for up to three drivers, and that the maximum of points a nation can score in an event is 60 points. It is not possible to count points from more than one driver in a group, which means that if a nation don't have a competitor scoring points in one of the groups, the nation gets zero points for the group in this case.

The nation which has the most points after adding the points, will be the winner in the event, and can be awarded if the organizer chooses to do so.



8 Final event

Separate results will be made up, dividing the finishers in the following groups:

- Group 1: 4WD- Grp. A, WRC cars, RRC, N, Super 2000, R4, R5, National cars.
- Group 2: 2WD- Grp. A, N, R and National cars.
- Group 3: Juniors- Drivers up to 25 years old on 01/01/2014, in R1/R2 cars.
In group 3 the junior must have scored points in two previous events to score final points.

For the groups in the final event points are rounded with coefficient 1,5 from event points scale is:

1- 30; 2- 27; 3- 24; 4- 22,5; 5-21; 6-19,5; 7-18; 8-16,5; 9-15; 10-13,5 etc ...

9 Overall results

For overall result all competitors can count maximum three best results from events plus result from Final event. Only if the competitor starts on the FINAL event he will receive overall result per season. If two or more drivers have equal points after the final, the driver with the best result in the final event will receive the highest ranking. If this does not divide the drivers, then the driver with most 1(2-3-4) places will be the highest ranked. If this still does not split the result, the prize will be shared.

For overall results all nations can count only three best results from events, plus result from final event. Only in case when a nation have competitors who starts in the final event the nation will receive overall result for the season. If two or more nations have equal points after the final, the nation with the best result in the final event will receive the highest ranking. If this does not divide the nations, then the nation with most 1(2-3-4) places will be the highest ranked. If this still does not split the result, the prize will be shared.

10 Prizes

Best three crews of each group in the championship will be awarded with the NEZ medals.

Best three nations in the overall result will be awarded with cups.

Prize giving ceremony will happen in organizing country. And in the countries of the winners, if ASN so decide.

11 Other information

NEZ Rally information sites:

<http://www.nez-rally.ru/>

<http://www.fia-nez.eu/>

<http://www.autorally.lv/>; <http://www.laf.lv>

<http://www.dasu.dk/>

<http://www.lasf.it>



Advices for Organizers:

Generally

It is very important that “NEZ” is shown in all paperwork, Supplementary regulations, written or verbal information used about the Rally. Even if many rallies are part of national championship the “NEZ” flag must be waiving.

Details

- All Rally guides must be published 90 days before the event.
- Supplementary regulations and official papers must be available English.
- The NEZ- groups must be shown in the entry-form, paper or electronic entry, so it is easy for all NEZ-drivers to find the correct group. However there are no obligations for the organizer to open the NEZ-groups as separate classes in the event. It is possible to let drivers compete in the events ordinary classes, but separate entry lists and result lists for the NEZ groups must be provided by the organizer.
- Entry list for the NEZ- groups must be separate and include nations as the results.
- Lower entry-fee for foreign NEZ-drivers.
- Results must be sent on standard sheet to the coordinator below, latest on Monday after rally.

Coordination secretary for organizers, competitors, teams

Mrs Rasa Jakiene

rasa@lasf.lt

+370 686 851 46

If you have questions don't hesitate to contact the NEZ-representative in your country or the NEZ Rally-chairman Janne Rydh.

janne53.rydh@gmail.com

+46 70 0524750

Crosskart Calender 2014

Month	Th	Fr	Sa	Su	Organizer	Nearest City	Country	Status					
APRIL			5	6									
			12	13									
			19	20									
			26		Teknis	Arboga	Sweden						Sprint
				27	MK Ratten	Torsby	Sweden						Sprint
MAY			3	4									
			10	11									
			17		Haninge MK	Stockholm	Sweden					SM	
				18	Haninge MK	Stockholm	Sweden						Sprint
			24	25									
			31		NMK Vikedal	Haugesund	Norway				NM		
JUNI			7	8	Arboga MK	Arboga	Sweden		NEZ		SM		
			14	15									
			21	22	Nysum	Aalborg	Denmark		NEZ				
			28		NMK Orkla	Trondheim	Norway				NM		
JULY			5	6									
			12	13									
			19	20									
		22			Lycksale MK	Lycksale	Sweden					SM	
			26		Jamtlands MK	Østersund	Sweden					SM	
AUG			2		KNA Solør	Flisa	Norway		NEZ		NM		
				3	KNA Solør	Flisa	Norway					Sprint	
			9	10									
			16	17									
			23	24	Østmark MK	Torsby	Sweden					SM	
			30		NMK Grenland	Skien	Norway				NM		
				31	NMK Grenland	Skien	Norway						Sprint
SEPT			6		Vesterås	Vesterås	Sweden					SM	
				7	Vesterås	Vesterås	Sweden						Sprint
			13	14									
			20		Hyvinkaa	Hyvinkaa	Finland		NEZ				
			27		NAF Gjøvik	Lena	Norway				NM		
Okt			4	5									

NEZ = NEZ North European Championship

NM = Norwegian Championship + Crosskart Junior Cup 85cc

SM = Swedish Championship

Sprint= Sprint Rally

Technical Regulations NORDIC EUROPEAN ZONE (NEZ) CROSS KART 2014

Black text = existing text 2013
Blue text = 2013 text cancelled from 2014
Red Text = New text from 2014

Table of content TECHNICAL REGULATIONS (CK-T)

CK-T 0 GENERAL	3
CK-T 0.1 General regulations	3
CK-T0.1.1 General	3
CK-T0.1.2 Exemptions from the regulations	3
CK-T 0.1.3 Photocells	3
CK-T 0.1.4 Cylinder capacity	3
CK-T 0.2 Fuel regulations	4
CK-T 0.3 Regulations about exhaust noise measurement	4
CK-T 0.4 Common safety regulations	4
CK-T 0.4.1 Safety harness	4
CK-T 0.4.1.1 Types	4
CK-T 0.4.1.2 Use	4
CK-T 0.4.1.3 Marking of damaged belts, national regulation	5
CK-T 0.5 Scrutineering and technical inspections	5
CK-T 0.5.1 Scrutineering	5
CK-T 0.5.2 Technical inspection	6
CK-T 0.6 Driver's personal safety equipment	7
CK-T 0.7 Start number	9
CK-T 0.8 Vehicle identity book	10
CK-T 0.9 Communication	10
CK-T 1 Frame	10
CK-T 1.1 Structural parts and roll cage	10
CK-T 1.2 Floor	11
CK-T 1.4 Protection against wedging under a competitor	12
CK-T 1.5 Towing point	12
CK-T 2 Wheels and suspension	12
CK-T 2.1 Tires	12
CK-T 2.2 Suspension	13
CK-T 2.3 Springs, shock absorbers	13
CK-T 3 Engine and drivetrain	14
CK-T 3.1 Engine	14
CK-T 3.2 Fuel system	15
CK-T 3.3 Exhaust system	15
CK-T 3.4 Startsystem	16
CK-T 3.5 Cooling system	16
CK-T 3.6 Electrical system	17
CK-T 3.7 Power transfer	17
CK-T 4 Brake system	17

CK-T 4.1 Foot brake	18
CK-T 5 Steering system	18
CK-T 5.1 Steering	18
CK-T 6 Bodywork.....	18
CK-T 6.1 Coverage of chassis.....	18
CK-T 6.3 Seat.....	18
CK-T 6.4 Safety harness	18
CK-T 6.5 Safety net	18
CK-T 7 COMMUNICATION.....	19
CK-T 7.1 Rearview mirrors, lamps, windscreen.....	19
CK-T 8 INSTRUMENTATION	19
CK-T 8.1 Instrumentation, controls	19
CK-T 9 OTHER	19
CK-T 9.1 Minimum weight.....	19
CK-T 9.2 Maximum dimensions.....	20

Technical Regulations NEZ CROSS KART (CK-T)

Application of the technical regulations

When you are reading the technical regulations keep this in mind:

Read the regulations and if it does not specifically state that something is allowed then it means that no changes are allowed from the original specifications.

This means that what is not explicitly allowed is to be considered as banned.

CK-T 0 GENERAL

The NEZ may make exceptions or changes to the regulations during the season if there is a need for it due to safety or any other reason. Where nothing else is stated the same regulations apply to all classes.

CK-T 0.1 General regulations

CK-T0.1.1 General

It is the competitor's responsibility to make sure the car complies with the regulations in full during the entire competition.

CK-T0.1.2 Exemptions from the regulations

ASN permit approvers, event organisers, clerk of the course, judges and technical scrutinizers are not allowed to decide about or make exemptions to the NEZ,s sporting- or technical regulations.

CK-T 0.1.3 Photocells (According organizer)

Receivers and photocells and any other electrical equipment shall be placed in areas approved by the circuit inspection or outside the fencing of the circuit.

CK-T 0.1.4 Cylinder capacity

The cylinder capacity is the volume generated when the piston moves up and down.

When calculating the cylinder capacity the following formula is used:

$$V = 0.7854 \times d^2 \times s \times n$$

V = volume

d = diameter of cylinder

s = stroke

n = number of cylinders

CK-T 0.2 Fuel regulations

See Common rules G16

Methanol/E 85

Methanol as well as E 85 is prohibited as fuels during practise and competition in crosskart. ~~In classes up to 125 only 98 unleaded fuel is allowed. Organizer and / or national federation have the right to demand competitors to use gasoline from a specific reservoir. This can be a specific gas station near race track with specific pump number or a specific tank in paddock. A possible demand shall be written in the supplementary regulations with necessary specifications.~~

In **all** classes ~~from 250 and up~~ fuel cannot exceed 103 RON (Research Octane Number) and 99 MON (Motor Octane Number). Only commercial fuel is allowed. At fuel testing 1dl is enough, exception according G16

CK-T 0.3 Regulations about by-pass exhaust noise measurement

Measurements shall be carried out at a competition to such extent that the prescribed maximum noise level is not exceeded. Measurements take place during practise/competition at the circuit when the car is moving.

Under no circumstances may a car be permitted to start or continue to participate in a competition if the car's exhaust by-pass noise level exceeds the maximum level of 100 dB (A).

Measurements shall be carried out with a sound level meter of precision type class 1 or better that meets the requirements in "International Electro technical Commission" publication 651, ("IEC"). Measurements will be carried out with sound level meter in position "SLOW". The sound level meter is to be calibrated before measurement.

CK-T 0.4 Common safety regulations

Safety equipment for all crosskarts (cars) competing in classes that have been approved by NEZ

CK-T 0.4.1 Safety harness

CK-T 0.4.1.1 Types

Minimum requirement is a 4 point harness and no two mounting points may have a common fastener. 5-point harness is recommended. The mounts shall be well dimensioned and attached securely to the car's space frame (chassis) with min. 8 mm screws with locknut. Safety harness of NASCAR type is recommended

The safety harness may be shortened after the strapping point however shortened ends must be melted, folded and sewn with suitable thread. - Homologated harnesses are recommended in NEZ competitions.

CK-T 0.4.1.2 Use

The Safety harness must be kept in its homologated version and comply with the manufacturer instructions. Harnesses must be replaced after a severe collision or if the fabric

is damaged, stretched or weakened due to chemicals or sunlight. They must also be replaced if metal parts are deformed or rusty.

CK-T 0.4.1.3 Marking of damaged belts, national regulation

Marking will be done to harnesses that are damaged or worn in such a way that they do not meet the requirements in NEZ safety regulations. The marking will be done on both sides of all harnesses near the buckle, with white paint. Marked equipment may not be used in any motor sport context.

CK-T 0.5 Scrutinizing and technical inspections

Before competition, participating cars will undergo scrutinizing. The inspection will, apart from the driver's personal equipment, cover specified requirements in the technical regulations and ensure that the components do not have damages that may involve a safety risk. Special attention will be devoted to possible cracks on chassis and roll cage. A car that does not meet the technical requirements or has damages that involves a safety risk for the car's driver or any other driver is not to be permitted to participate in competition.

Drivers are obliged to provide a vehicle identification book (also could be named as "Sporting technical passport") of the car at scrutinizing. On the car's roll cage, however not on a detachable bar, near the hood lock mechanism shall the vehicle identification book number be punched on the tube at visible place. Drivers that do not present a valid vehicle identification book or technical passport can be denied to participate in competition.

The vehicle identification book or technical passport should be issued by participator's ASN.

CK-T 0.5.1 Scrutinizing

An appropriate place for scrutinizing shall exist in or in connection with the pit or the start and finish area. At the NEZ championship competitions shall a weighing unit be available. For measurement of the car's body/chassis shall a balanced flat surface exist which is the only place where measurements can be performed.

The scrutinizing can either be conducted as a simplified inspection or as a station system at the inspection place.

If a car is found not to comply with the technical regulations shall the clerk of the course and the technical controller be informed about the condition. Decisions concerning what action to take are made by the competition management.

Fuel testing is included as a part of the scrutinizing. If the fuel is deviating from what is allowed shall the driver change fuel, to fuel that is allowed before the start of the competition.

A car may not participate in practise/competition if it has not been approved in scrutinizing.

Drivers may only enter and scrutinizer one main frame per competition. No part of main frame can be changed during competition

Drivers that do not present their car at scrutinizing within the prescribed time may be denied to start by the competition management.

Inspection during training/competition will be implemented if a car has a fault/deviation according to the regulations. Such a fault/deviation shall be dealt with before starting again.

CK-T 0.5.2 Technical inspection

General

Post race inspection or random sample inspection during competition is referred to as a technical inspection. Technical inspection is conducted in order to examine if a participating car meets the technical requirements. Clerk of the course/competition management or judges makes decisions regarding technical inspections. The decision will be written in the records.

The inspection's implementation

At the technical inspection only concerned officials, concerned driver and the cars mechanic are allowed to participate. The person responsible for the inspection limits the number of participants.

If a car is found deviate from the rules a careful record shall be established that details what the deviation is, used measurement method, used measuring instruments/interpreters, measures and assessed tolerances in the measures and reference to rules/homologations.

Is the post race inspection caused by a protest shall only those parts specified in the protest be checked. Records shall be established in this case irrespective of results.

For fuel inspections see "Manual for fuel samples" on NEZ homepage. As selection instrument the Digatron DT-47 FTD may be used (manual exists on NEZ: s homepage, Karting– rules). Technical controller also has the possibility to take samples and if the result deviates from the approved values measures will be taken.

A copy of the record is given immediately to the competitor and the person who decided about the inspection. The original is retained by the organizer.

Speed control

Speed control shall be done with laser pistol type "Bushnell Speed Radar Gun" under following directions:

*Speed control shall be done by same person all day

*Pistol shall be hold by hand

*Area between car and pistol shall have open air (not through window, trees etc)

*The organizer is responsible for inform the driver only if speed is to high

Later performed inspection

If the inspection cannot be completed immediately, the car as a whole or parts of it may be retained during a reasonable time by those that will carry out the inspection. If deemed appropriate parts may be sealed awaiting a final inspection.

The competitor is obliged to organise personnel and equipment that is needed in order to achieve the aim with the inspection. Concerned competitor and mechanic shall be allowed to participate in the inspection.

Further measures, penalty

The person who decided about the inspection decides on the basis of the result about further measures.

Competitors who do not follow decisions about technical inspection will be disqualified and to be reported to his/her national ASN for punishment.

Records and the decisions concerning penalties will be enclosed in the competition report.

Compensation of costs

No compensation is made for refitting of parts at a technical inspection.

If the decision about a technical inspection was based on a protest from a co-competitor, and no technical faults are established, the co-competitor pays the refitting, however no more than what a corresponding standard part costs to assemble at an authorised brand workshop.

The competitor is responsible for possible costs for transportation of the car if the control is implemented at a later occasion.

If it is established that the fuel is not approved at a fuel analysis the competitor pays the cost for analysis.

CK-T 0.6 Driver's personal safety equipment

Below stated personal security equipment that is the mandatory minimum requirement at practise/competition. Driver shall bring all safety equipment and wear minimum complete overall and shoes during scrutinizing. Safety equipment not according to regulations can be occupied by scrutinizers until competition is finish

Fire retardant overall

Shoes

Gloves

Balaclava

Neck brace

Helmet

Protective eyewear

Fire retardant overall

At NEZ competitions the overall must be homologated and approved by FIA according to the FIA 1986 or 8856-2000 standards. The labelling for FIA-homologation shall be embroidered on the outside of the collar's back and to include the manufacturer's name
....or 2 layer overall according to the standard EN 533 index 3.

In Mini and 85 class single layer overall is allowed if completed with underwear of Propane or Nomex.

CIK-approved overall is not allowed. For all overalls applies that these are designed and sewn so that they protect the entire body including neck, ankles and wrists. The overall may not be a two-piece type.

Fire retardant underwear

Underwear made of NOMEX, or cotton, is recommended. Nylon or corresponding materials are prohibited

Fire retardant socks

Shall be made of the same material as the under wear.

Shoes

Must be made of fire retardant materials and shall protect the entire foot including the ankle (boot type)

Gloves

Gloves are free, recommended Nomex, and cover wrists and overlap the overall's sleeve.

Balaclava

Must be made of fire retardant materials, type NOMEX FIA approved XXX., and cover central and back of the head entirely and overlap other equipment.

Neck brace

Mandatory, shall be used both during practise and competition.

Helmet

Full face helmet with either face mask or integral protection fastened on the helmet that is protection for the driver's teeth.


Those helmet weights that are stated below shall be the total weight, which includes all type of extra equipment on the helmet as visors, protection glasses, integral protections etc.

Possible fastening point for HANS must be done original and documented from factory.

Driver weight under 80kg = max 1350g helmet



Driver weight above 80kg = max 1500g helmet






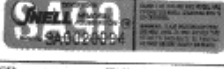


Helmets should apply to following standards:


FEDERATION INTERNATIONALE DU SPORT AUTOMOBILE
CASQUES DE SECURITE POUR EPREUVES INTERNATIONALES
SAFETY HELMETS FOR INTERNATIONAL MOTOR SPORT EVENTS

Les casques homologués aux normes approuvées par la FIA (voir Annexes 1, 2, 3, Chapitre III) doivent être identifiés par l'une des étiquettes ci-dessous, jusqu'à nouvel avis (les étiquettes sont réelles).
 NB : Ces étiquettes sont des **exemplaires** ; les numéros de série sont différents selon les modèles.

Helmets homologated to one of the FIA-approved standards (see Appendix 1, 2, 3, Chapter III), must be identified by one of the labels below, until further notice (actual size).
 NB : these labels are **examples** only ; serial numbers are different for each model.

NORME / Standard	ETIQUETTE / Label	REMARQUES / Remarks
SIS 88.24.11 (2) (SWEDEN) — DS 2124.1 (DENMARK) — SFS 3653 (FINLAND)		<ul style="list-style-type: none"> • Etiquette en tissu / Fabric label • Couleur noir ou bleu sur blanc / Colour black or blue on white • Numéro fabricant et spécification selon modèle / Number, maker and specifications according to model
DNS/ONK (GERMANY)		<ul style="list-style-type: none"> • Auto-collant / Sticker • Auto-collant / Sticker

B.S.I. (G. BRITAIN) — BS 6658-85 TYPE A		• Auto-collant / Sticker
— BS 6658-85 TYPE A/R		• Auto-collant / Sticker
— BS 2495.77 INCLUDING AMENDMENT 5 (AMENDMENT 5 INCLUS)		• Auto-collant / Sticker
SNELL FOUNDATION (USA)		
— SA 85		• Auto-collant / Sticker
— M 85		• Auto-collant / Sticker
— SA 90		• Auto-collant / Sticker
AFNOR (FRANCE)		
— NF 5 72 305		• Etiquette en tissu / Fabric label
C.E.E./E.E.C. (EUROPE)		
— E 22 AVEC AMENDEMENTS DE LA SERIE « 02 » OU « 03 » / WITH « 02 » OR « 03 » SERIES AMENDMENTS		<ul style="list-style-type: none"> • Numéro ancré change selon pays d'homologation / Number in circle changes according to country where homologated • N° d'homologation doit commencer « 02 » ou « 03 », suivi du numéro de série / Homologation n° beginning « 02 » or « 03 », followed by production number
		022439-41828

Protective eyewear

Eyewear type motocross with roll-off or tear-off system is mandatory.

Common regulations for marking of damaged helmets.

Helmets that are damaged or worn in such ways that they no longer meet the requirements of NEZ safety regulations will be marked. The marking will be done on helmets on both sides of the chinstrap. White paint (improvement paint) will be used.

N.B.! Marked equipment may not be used in any motor sport context.

CK-T 0.7 Start number

Allocated start number shall be placed on the roll cage's/body's upper rear part, alternatively on the top of roll cage/body. The number shall be easily visible from the sides. A number is also recommended on the body in front of the driver, visible from the front. The following background colour applies for the number: white background, minimum 200x200mm. The figures shall be black and the minimum height is 17 cm and the figures minimum width is 3 cm. All handicap drivers shall use yellow background

Participation in NEZ Championship demand using start number assigned from the Swedish Federation SBF by Håkan Persson. Tlf+46768012665 or email: hakan.persson.1@hotmail.com

Start number is given according following series:

MINI: ~~1-49~~ **01-099**

85cc: ~~61-99~~ **1-99**

125cc: 101-199

250cc: 201-299

650cc: 601-699

Senior: 801-899

CK-T 0.8 Vehicle identity book

See CK-T 0.5

CK-T 0.9 Communication

All wireless communication between drivers/competition vehicles and pit/competition area, and associated equipment, is prohibited during practise and competition.

CK-T 1 Frame

CK-T 1.1 Structural parts and roll cage

The chassis shall be constructed as a space frame structure comprising welded round and/or square precision steel tubes of type DIN 2391, DIN 2394 or DIN 2395. Solid tubes DIN2391 / EN10305-1 / EN10305-4 is recommended. The roll cage shall be included as a part of the chassis (see fig. 1).

Structural parts of the chassis (A,B,C,G,I and J) shall be made of min. 30x2 mm (round tubes) or 30x30x2 mm (square tubes), where no other is stated.

Main roll hoop (J) shall be made in one-piece of round steel tube with minimum dimensions 30x2 mm. The roll cage must be equipped with two forward going braces (E) and two backward going braces (fig.1O) made of round steel tubes with minimum dimension 25x2 mm. The backwards braces is recommended 30x2.

In case where the backward going brace is longer than 300mm measured horizontally between the "main roll-hoop" and "rear upper transverse tube" (L) a tube 25x2 shall be welded between these braces and continuing on each side down to the head tube (N). Max distance from head roll hoop 300mm.

Both forward braces must be able to open as a whole, from bottom position and up with a centre lock in the front (C). The upper joint must include bolt and nut or pin of aeroplane type. Locking and opening of braces shall be possible without any tools needed. The distance between front- or rear braces (E and O) may not exceed 300 mm. At the height of the drivers head between the rear braces and the main roll hoop there must be a tube (25x2 mm), which protects if the car is hit from the rear or any of the sides (K).

Between the lower and upper chassis framework a stress relief tube with minimum dimensions 25x2 mm must be mounted (D). The stress relief tube shall be placed so that they constitute a part of the chassis' framework.

The front vertical tube(s) between lower and upper main frame (A) can be replaced with minimum 2mm sheet profile if they include mounting for the fore carriage swinging arms.

The lower chassis' framework (G) may comprise of tubes in minimum dimension 25x25x2 mm (square tubes) or 30x2 mm (round tubes). On non-motor side between lower and upper

frame and between vertical pipe up to main rolling bar and up to opening bar a tube shall be welded so that wheel cannot go in.(fig 1F) A sheet measuring 150x300mm shall not be able to enter through the opening held vertically. (Look fig xxx)

Tubes that are within the head's impact area must be equipped with an energy absorbing material. Minimum thickness must be 12mm.

Welding and tube bending must be done in a professional manner.

No parts of the chassis is allowed outside the wheels outer limit (applies even if the maximum are not used). The chassis may not have any sharp edges or to be designed so that unnecessary damage can be caused to co-competitors' cars.

MINI:

Small chassis: Structural parts of the chassis shall be made of min. 25x2 mm (round tubes) or 20x20x2 mm (square tubes), where no other is stated. Other tubes 20x2

Large chassis: Same as 85 class and up

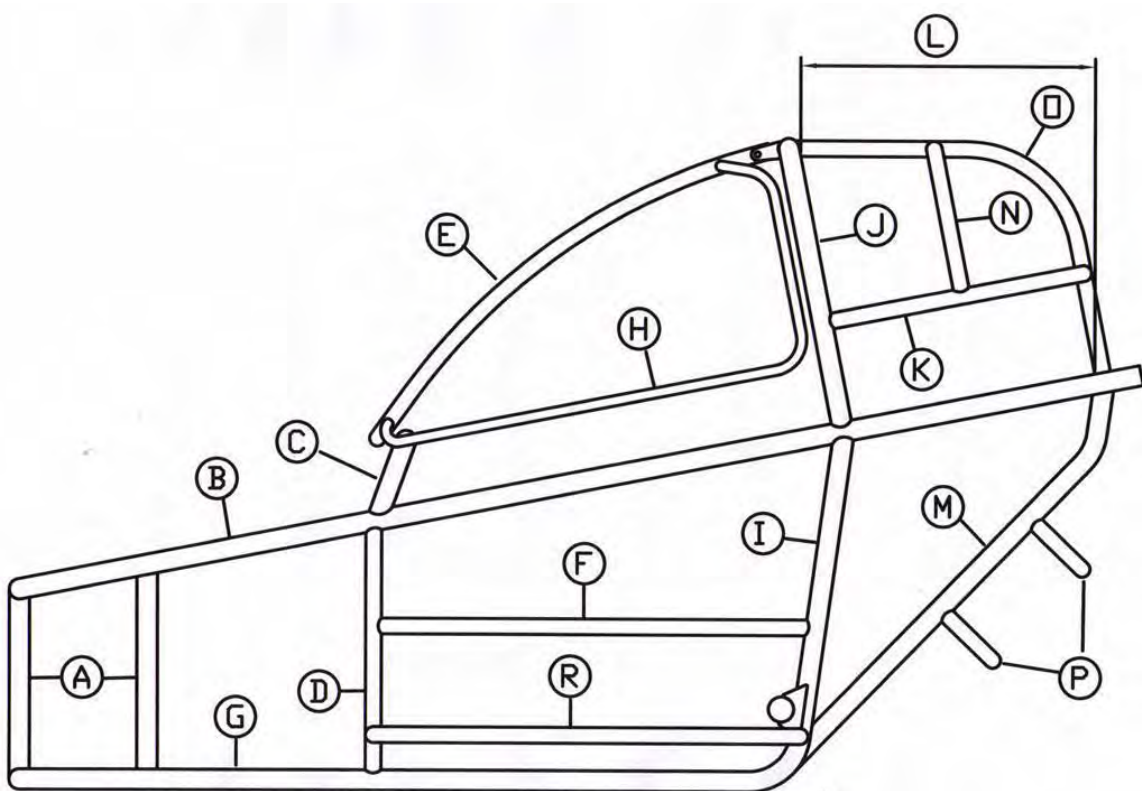


Fig1. Roll cage seen from the side

CK-T 1.2 Floor

The car must be equipped with full floor that covers the driver's legs and the driver's seat from beneath. Materials to be used: steel sheet minimum 2 mm thickness or aluminium sheet minimum 3 mm thickness (*see fig. 2*). The floor must be bolted to the chassis.

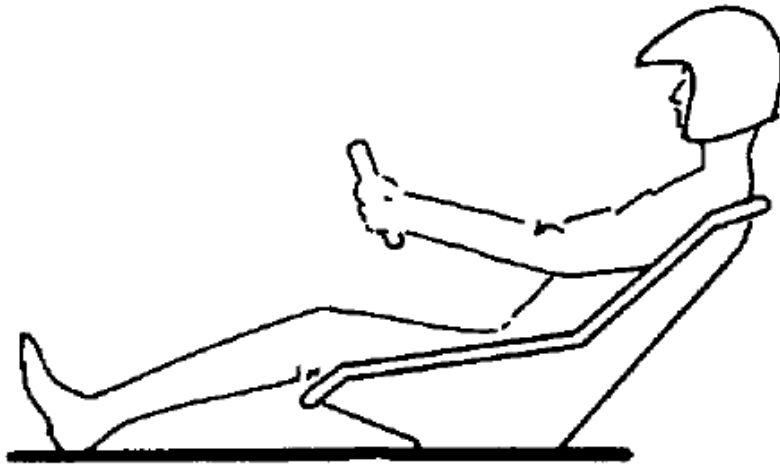


Fig2. Full floor beneath the driver.

CK-T 1.3

Protection or tube (Fig1 R) on both sides between front and rear wheels to prevent hook of rear wheel is prohibited. These tubes cannot exceed outside the wheels outer limit. Sharp edges which can destroy competitors cars is not allowed

CK-T 1.4 Protection against wedging under a competitor

Between the rear wheels tubes must be mounted so as to prevent co-competitors front wheels from damaging the driver's seat (fig1P). Tubes must be mounted to the frame (chassis) with a maximum 300 mm vertically or 150 mm laterally between the tubes. At vertically measurement the cross tube on the rear suspension can be included. Measurement shall be done when car is on ground without driver.

CK-T 1.5 Towing point

A towing point must be placed at/on the side of the front. Minimum diameter of the loop is 30 mm. The towing point may not reach in front of the front wheel pair. The loop must be painted in a different colour.

CK-T 2 Wheels and suspension

CK-T 2.1 Tires

A crosskart shall be equipped with 4 wheels. The wheel rims shall be in steel or aluminium and have a minimum width of 8" in rear and 5" in front, beyond that free. No part of tread may be worn so that the pattern is not visible. All types of pattern cutting is not allowed.

Following tires can be used in all classes:

Rear: Maxxis 225/40-10 32N C9273

Front: Maxxis 165/70-10 27N C9272

Following tires can be used in the class 250cc and above:

Rear: Goldspeed 225/40-10 32N C9203 397

Front: Goldspeed 165/70-10 27N C9205 397

MINI: Tires free **as long as rim diameter not exceed 10"**

Following tyre treatment is not allowed:

- A. Warming the tyres with any external source like cabinet, heating lamp or electric belt.
- B. Feed the tyre surface with any kind of fluid which give more or less grip.
- C. All kind of tyre cleaning after leaving competitors paddock location
- D. Covering the tyre surface under transport.
- E. Lifting up wheels up from ground under transport

CK-T 2.2 Suspension

The linkage between frame and wheels for the front and rear suspension is free.

The rear suspension must be designed as a unit, means both arms may not move independently (see fig. 4 and 5). Prop shaft /rear axle must solid i.e. manufactured in one-piece and only in material of steel/iron. Hollow axle is allowed. The front suspension is recommended with double front link arms.

Main rear suspension, front link arms, stub axle and prop shaft/rear axle may not be produced in any other material than steel/iron: Material in parts like bearings, bearing housing, ball joints, hubs, brake parts, bolts and nuts is free.

All parts for steering is free (see CKT 5.1)

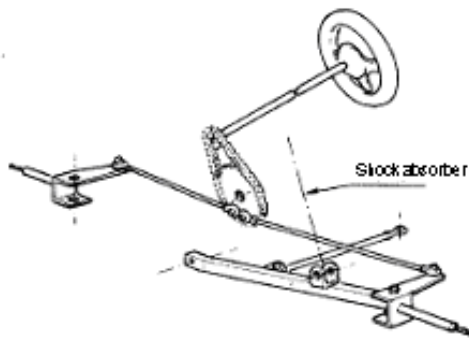


Fig 4. Design example of steering and front suspension.

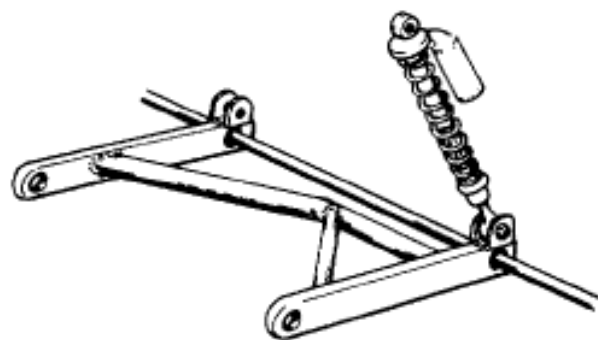


Fig 5. Example of a rear suspension (link with braces, spring and damper)

CK-T 2.3 Springs, shock absorbers

Must exist. The design is free. A stop between the rear suspension and framework must exist so as to prevent the suspension to hit the driver's seat in case of suspension failure. Only spring made of steel is allowed. **At suspension compression it is recommended that absorber is installed to avoid frame to hit the ground.**

CK-T 3 Engine and drive train

CK-T 3.1 Engine

Generally

The crankcase with, the gearbox integrated, shall come from a serial production motorcycle, karting or ATV engine available in or through at least one dealer in the NEZ zone. None engine and/or engine parts shall belong to a model newer than the year the participation find place. Engine shall be placed on the right or left side of driver. Only 1-cylinder engines are allowed. Tuning and processing of the engine is free except in Mini and 85cc class (look below). No supercharging. Carburettor is free except in 125 classes where maximum diameter is 39mm. **Air filter is free but recommended is using a filter box for sound isolation from intake and dirt protection.** Sleeve valve engines are not allowed. Fuel injection of mechanical or other model is not allowed.

Class 650

Electronic fuel injection is allowed in class 650 cc. All 4-stroke engines shall have respiration container minimum 0,5 litre connected to engine or original

Class 85

In the 85 class no tuning is allowed. Engine, electronic and exhaust system shall be original. Example is no electric water pump, no adding or moving material on components, no special clutch and gearbox. Coil and CDI box shall be included with serial number. The only parts allow to change is the main jet and air filter. It is also allowed to change direction of exhaust if necessary for adaptation to frame. Transmission for maximum 80 km/h speed.

Class 125

Oval carburettor intake is allowed if not exceed area for 39mm round circle.

Determination of Carburettors Max intake:

Oval circle carburettor max intake formula:

$$S = \pi a^2 b^2$$

where:

a, b are the radius on the x and y axes respectively

$$\pi = 3.141592$$

Round circle carburettor max 39mm intake formula:

$$S = \pi R^2,$$

$$\pi = 3.141592$$

R= circle radius

$$S = 3.141592 * 19.5 * 19.5$$

$$S = 1194.590 \text{ mm}^2 \text{ (max allowed)}$$



Class Mini:

Following engines is allowed in Mini class:

2-stroke: Raket 120 with electric starter or magnet pull starter. Clutch: centrifugal with steel bricks

4 stroke: Type original one unit industry engine maximum 270cc with original centrifugal clutch. Only gasoline tank can be separated.

Cylinder capacity may not exceed:

- a) with two-stroke engine 85cm³
- b) with two-stroke engine 128 cm³
- c) with two-stroke engine 255 cm³
- d) with four-stroke engine 660 cm³

CK-T 3.2 Fuel System

The fuel tank must be made of metal or moulding plastic, and mounted in and protected by the chassis. It may not be mounted to the car's floors. If a plastic tank is used it shall be manufactured for such use (e.g. carting). The filler cap must seal tight.

Fuel tank ventilation must be arranged so that petrol does not spill out if the car flips over.

Except ventilation the hose system shall be a locked system. A fuel valve must exist.

A compensation canister holding may be placed beside the carburettor. Fuel lines must be of Nitril-type, not PVC, and be fastened and placed in such way that damages are avoided.

CK-T 3.3 Exhaust system

All classes:

The exhaust system with muffler must exist, however does not need to be the engine's original system. Exception is in 85 class where only original is allowed. **Recommended is muffler which can be opened for change of sound isolation.**

The muffler outlet shall be made so exhaust is leaded through metal pipe vertically down to ground. On the end of metal pipe a heat resistant rubber hose shall be mounted vertically with a maximum tolerance of +/- 5 degrees when driver sitting in the car. The length of rubber hose below metal pipe shall be minimum twice the inner diameter of rubber. (Look fig 8.)

Exhausts with mufflers may not end in front of a line drawn across the car through driver seat's most rear part and may only extend 10 cm, only the exhaust tail pipe, behind the car's rear restriction line. If the exhaust system is drawn through the cockpit it must be isolated.

An organiser may, if the competition is done during special circumstances, impose in the competition invitation that a lower noise level than 100 dB (A) will apply.

Mini:

Original according engines allowed in CK-T 3.1

650 Class (Recommended all classes)

Muffler shall be located 100% crosswise behind the seat. The inside diameter of mufflers metal tube outlet shall not exceed $\varnothing 48\text{mm}$. If exhaust system have two mufflers diameter shall not exceed $\varnothing 34\text{mm}$ each. Recommended is muffler which can be opened for change of sound isolation.

Fig 8. CROSS SECTION OF THE MUFFLER OUTLET

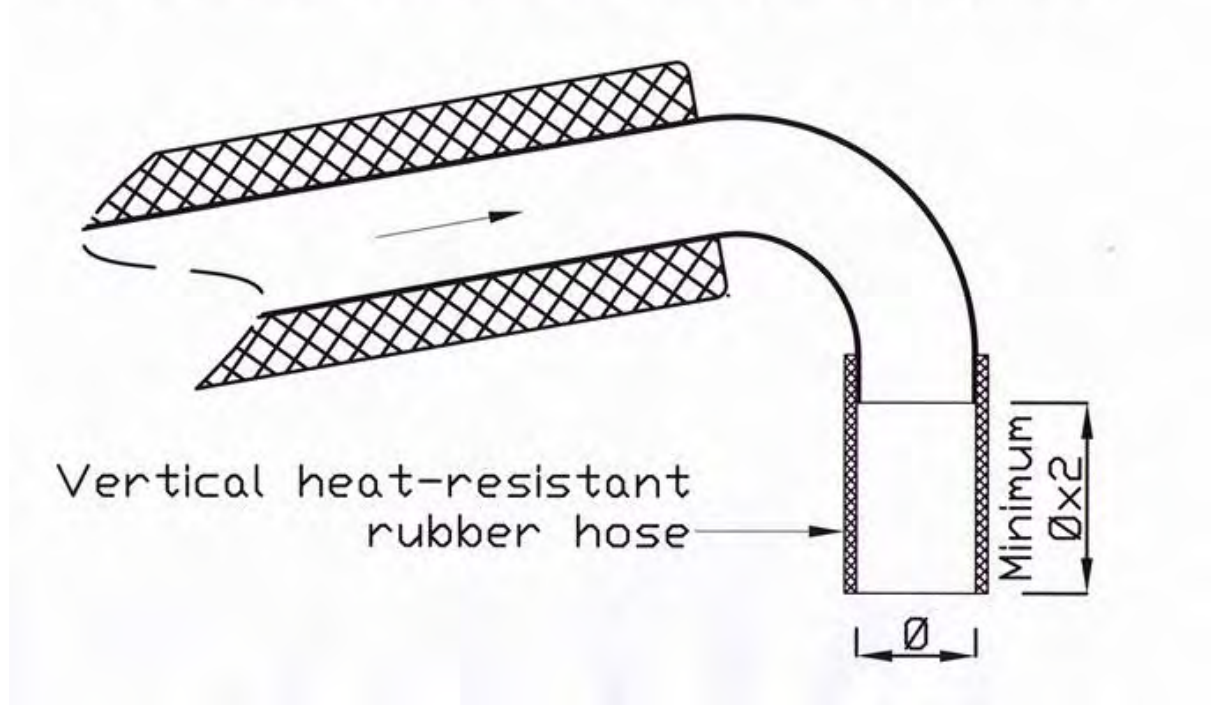


Fig 8. The muffler's outlet.

CK-T 3.4 Start system

Only engines with original starting systems as kick/electrical start are approved.

In 85, 125 and 250 class a possible electric starter / starter button shall not be available for driver when sitting in the car. Exception is Mini and 650cc class

CK-T 3.5 Cooling system

Unrestricted, however the radiator, hoses etc. must be drawn and mounted in such a way that damage is avoided. The radiator must be mounted to and protected by the car's chassis. The radiator cap must be well protected from impact e.g. if the car rolls-over.

CK-T 3.6 Electrical system

Kill switch that cut the engine's ignition system must exist and may not be of spring type that automatically goes back to start position. If the car has a battery, a master switch must be mounted that cuts all electricity. Both must be easily accessible by the driver when fully strapped in the safety harness as well as for officials.

For officials both switches must be close to each other and easy visible/accessible from outside without need of put the hand inside car. Both switches shall be located on the left side of the car.

They must be well marked with a red lightning bolt on a triangle shaped white bottom with blue lining. The triangle's side must be at least 100 mm and one the edges must point towards the switch. The triangle must be mounted on the body cover (see fig. 9).

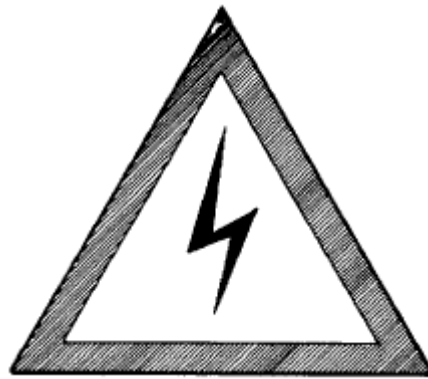


Fig 9. Marking of the master switch's location, (red lightning bolt on white bottom with blue lining) with a 100mm side.

CK-T 3.7 Power transfer

Generally

The power transfer between the engine and the rear wheels must be effected with chain without any intermediate pulleys and sprockets between the engine's pulley and the rear axle's sprocket. Drives and chain protection must exist so that injuries are avoided. **The chain cover shall be made in metal and in length located minimum between centre of engine rear mounting bolt and centre of axle. Top surface of cover shall be free of holes.**

Gear ratio between engine and rear axle is unrestricted. All kind of electronic system which helps prevent wheel spin is not allowed.

Class 85

Transmission between engine and rear axle is free as long as top speed not exceed 80km/h

Class Mini:

Transmission between engine and rear axle is free as long as top speed not exceed 50km/h

CK-T 4 Brake system

CK-T 4.1 Foot brake

The foot brake system may only brakes the rear wheels. The system must work efficiently i.e. fast and safely. In every other aspect it is unrestricted. The brake lines and hoses shall be mounted and drawn so that they are not damaged. A handbrake or similar must exist so as to prevent the cross kart rolling on the start line.

Cars of class over 250 cc are eligible to with brakes also on the front wheels. There shall be a hydraulic system with 2 separated circuits, one circuit for the rear wheels and one for the front wheels. Possibilities to adjust the balance between this two circuits is mandatory.

CK-T 5 Steering system

CK-T 5.1 Steering

The steering must be actuated by a steering wheel. In every other aspect the design is free (see CK-T 2.2, fig. 4). The steering must be effective i.e. fast and safely.

CK-T 6 Bodywork

CK-T 6.1 Coverage of chassis / mudguards

The chassis must minimum be covered with sheet metal or plastic material on the upper side in front the driver's seat and on sides between the wheels. Behind the main roll hoop, the roll cage may be covered if necessary openings for rear view exist. Mudguard above front wheels is not allowed, the whole tire shall be visible seen from above in all turning positions. Except this the design of body / mudguard is free. The bodywork may extend outside wheels restriction line maximum 200mm as long as total width x length not exceed 1500 x 2500mm. Only part of bodyworks plastic or fibre glass can extend outside, no metal is allowed.

CK-T 6.3 Seat

Must be mounted to the chassis and of bucket type. The seat must allow for a comfortable driving position.. The seat must be securely mounted in at least 4 positions without the risk of crevices at mounting points. Possible rubber and/or other distance between seat and frame mounting bracket shall not increase a length of totally 50mm. Seat of type carting with low ridge is only allowed in the 85 class.

CK-T 6.4 Safety harness

See CK-T 0.4.1

CK-T 6.5 Safety net

Nets that prevent hands and arms to reach outside the roll cage must exist. The net must be placed between the main roll hoop and the front brace on both of the car's sides. The net must be manufactured of synthetic fibre material. The mesh size may not exceed 60 mm. A safety

net made of steel may be mounted between front braces under during condition that the two braces can be opened without the need to disassemble the net.

CK-T 7 COMMUNICATION

CK-T 7.1 Rear-view mirrors, lamps, windscreen

Are not allowed for cross karts. Also type of transparent view screen, irrespective of material used is prohibited.

CK-T 7.2 Wireless

Any wireless communication between the car / driver and pit / assistants is not allowed during qualification and final heats.

CK-T 8 INSTRUMENTATION

CK-T 8.1 Instrumentation, controls

Rev counter, temperature gauge etc. and controls may be used but must be placed in such a way that no sharp edges can cause unnecessary damage in an accident.

CK-T 9 OTHER

CK-T 9.1 Minimum weight

The minimum weight included the driver is following:

- Class Mini Small - Minimum 170kg
- Class Mini Large - Minimum 200kg
- Class 85 - Until 85cc - Minimum 230kg (100kg)
- Class 125 - Until 128cc - Minimum 250kg
- Class 250 - Until 255cc - Minimum 270kg
- Class 650 - Until 460cc - Minimum 275kg
- Until 510cc - Minimum 280kg
- Until 560cc - Minimum 285kg
- Until 610cc - Minimum 290kg
- Until 660cc - Minimum 295kg

The minimum weight is defined as the weight during practise/qualification/competition. The car can be called in for weighing any time before, during or after practise/qualification/competition and must then meet the requirement. It is not allowed to fill up any fluids to any containers.

Weight in par antes (85cc class) is weight on the front wheels included driver. Weighing of front wheels shall be done with the car in horizontal position, driver sitting with helmet against headrest, hands on steering wheel and feet behind pedals. The weighing machine at the circuit shall be inspected by the competition management/head of judges. The actually weight on the event is counting. The driver is responsible for checking the weight before start compete.

CK-T9.1.2 Ballast

Possible ballast weights shall preferably be tubes welded into mainframe to increase strength. Any other component which is only defined as mounted ballast shall anyway totally not exceed a weight of 20kg. Each unit maximum 5 kg.

Any ballast weights are required to be solid and uniform and must be mounted to the car's chassis/frame and/or bottom floor. In bottom floor maximum 10 kg is allowed. Ballast must be securely fastened with minimum M6 bolt and locknut x 4 per unit. If ballast is mounted in the floor minimum \varnothing 20mm washer shall be used under the floor on both weight and floor.

CK-T 9.2 Maximum dimensions

The car's maximum dimensions during competition may not exceed a width of more than 1500 mm and a length of more than 2100 mm measured on the wheels' tires/rims outer sides, which is measured on the tires' outer sides. When measuring, the front wheels must be in a position to drive straight forward (see CK-T 1.3 fig. 3 and CK-T 3:1 fig 6).

The bodywork may extend outside wheels restriction line maximum 200mm total as long as total width x length not exceed 1500 x 2500mm. Only part of bodyworks plastic or fibre glass can extend outside, no metal is allowed.

Mini small chassis: With maximum 1250mm. Length maximum 1800mm

Crosskart NEZ Championship

Competition regulations 2014

Black text = Text 2013

Blue text = 2013c text cancelled from 2014

Red text = new text for 2014

1A. Generally

What is not mentioned here can be arranged by the organizer according to the national regulations in the host country. If so it shall be written in the invitation rules. "NEZ Rallycross Commission" has the right to give organizers exception from these regulations

1B Registration fee

Event registration fee must be paid by the organizer for covering the regular costs of NEZ crosskart Championship. Amount is 200€ for each organizer and must be paid to NEZ Rallycross Championship found in Danish Automobile Sporting Union (DASU) account. Time limit for payment is January 28. The calendar will be confirmed after NEZ RC has received the fee.

1C Starting fee

Recommended starting fee Mini and 85cc = 50 Euro
Recommended starting fee 125, 250 and 650 = 80 Euro

1D Time schedule

Organizer have the right to decide if check in and inspection only shall be available evening before competition. If so it must be open at least until 23.00

2. Tracks

A NEZ event shall take place on a closed, permanent circuit, with varying surface

3. Number and placement of events

The NEZ championship shall be arranged over 2 - 4 events, only one event in each country. At least one event shall be arranged on each side of the Baltic Sea.

4. License

All drivers with national license from NEZ countries can participate

5. Classes / age limit

Mini / from the year one turns 6 year old and up to 11 years old (show class)
85 / from the year one turns 9 years old and up to 13 years old (show class)
125 / from the year one turns 12 years old up and including the year one turns 16.
250 / from the year one turns 15 years old
650 / from the year one turns 16 years old.
Senior (650/250) from the year one turns 45 (show class)

6. Classes together

At 4 or less competitors in one class the class can drive the qualification rounds together with the nearest class, if the organizer wants it. Exception is 125 cc and

250cc, they shall not compete together. Finals shall be arranged separate in all classes

7. Practice

Organizer can choose to organize practice between 2x2 laps or 1x3 laps. It is mandatory for driver to participate in at least one practice heat. ~~Practice is mandatory for at least 2 x 2 laps. The competition management may make exemptions to this in special cases due to technical problems during the practice.~~

8. Running of competition

Three qualifications and final(s) are run in each competition. Qualification rounds shall be between 3 and 5 km long. The final rounds shall be 2 laps longer than the qualification rounds. The clerk of the course may shorten the number of laps due to safety reasons, e.g. bad weather.

9. Assistants

Drivers may have an assistant with them on the starting grid. When the engine are started the assistant shall move from the starting grid. If the engine stops before or after the green light on the starting grid the car may be started by assistant or another person than the driver until the first car has completed a lap.

10. Stop on the starting grid

Driver who stop on the starting grid, before the start has been, sign by putting up one arm. The starter then gives a sign or audio signal where upon the start is postponed for until 2 minutes.

The start can only be postponed once in each heat. Drivers that stop in the second start attempt must indicate in the same way, this in order to alert co-competitors and to avoid collisions.

A car that cannot participate in the start after two minutes is moved from the starting grid, and the place is left empty.

If the engine stops after the green light on the starting grid the car may be start by another person than the driver until the first car has completed a lap. After that the car must leave the circuit and the driver has not finished the heat.

11. False start

Control of false start will be performed in every row with the aid of fact officials or photo cells. After first false start the driver will be punish by starting one car length behind. Second false start means automatic exclusion from the heat whoever it is.

When red flag is given driver can turn around and go back to starting grid against direction of traffic if nothing else is mentioned. No reserves may drive instead of the excluded.

12a. Stop on circuit

In case of stop on circuit driver cannot receive help to continue race

The driver must immediately move himself and if possible his crosskart of the circuit. It is allowed to be assisted by officials for this.

Drivers that have climbed out of their cross kart cannot continue to compete. If engine is running officials can stop it before push car of the circuit

12b Stop on circuit leading to restart

Red flag shall always lead to restart.

In case of crash either driver or service crew is not allowed to do repair with any kinds of tools. This means repair can be done only by using hand. Fuel can be refilled, but only in the starting grid area.

13. Assigned starting positions

An assigned starting position according to the qualification list or final list can be changed. This means the best driver in each final row can decide to start from another position than what is listed in the qualification result.

14. Empty starting position

A starting position where no car has showed up in time shall be left empty

15. Alternative track

If the organizers want there can be used alternative track ("joker laps") If so it shall be used in both qualification rounds and final rounds. If so it shall also be mentioned in the invitation rules.

16. Start

System of starting light signal shall be written in the invitation rules.

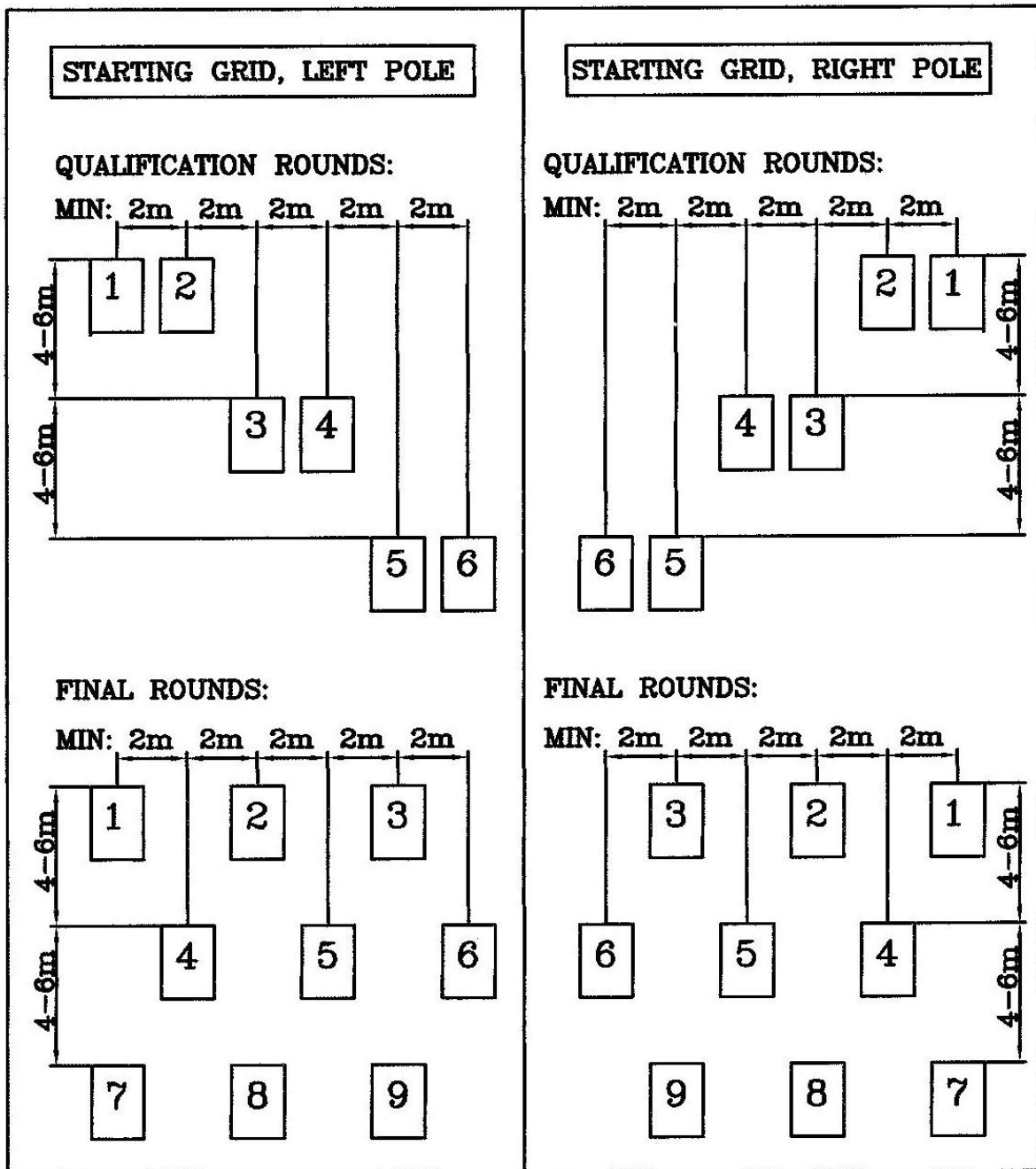
17. Starting grid

Crosskart use the same 3 starting rows (4-6 meter distance between the rows) as in rallycross and the same 6 lines.(minimum 2 meters between the lines) The position in the lines are different in qualification and finals.

Qualification rounds: until 6 crosskarts in 3 rows. In the front row line 1 - 2 is used, second row 3 - 4 and in the third row 5 - 6. Drivers will start once in each row during the 3 rounds. Computer setup for all 3 qualification rounds shall be made and published for the drivers at least 30 minutes before start of first round.

Final rounds: until 9 crosskarts in 3 rows.

In the front row line 1, 3, 5 is used, second row line 2, 4, 6 and in the third row line 1, 3, 5.



18. Qualification to the final

Point qualification shall be done in the following way:

A qualification round victory gives 10 points, then 7, 5, 3, 2, 1. The sum of points from all the 3 qualification rounds is ground for qualification to the final.

The driver with the highest points starts from position 1 according to the circuit licence. The driver with the second highest points starts from position 2 and so on.

There is not allowed to choose other position than the one given from the list.

In the case of two or more drivers receive the same point; separation happens according to the following:

1. Number of victory points, seconds and so on
 2. The driver's place in qualification round 3.
 3. The driver's place in qualification round 2.
 4. The driver's place in qualification round 1.
- Otherwise it is decided by drawing lots.

Drivers must have completed (and received the chequered flag) in minimum 1 qualification round in order to be eligible to start in a final.

19. Number of finals

Number of final heats is decided of number of competitors in each class which is eligible to start in a final.

A-final at minimum 2 competitors

B-final at minimum 13 competitors

C-final at minimum 20 competitors

D-final at minimum 27 competitors

The 2 best cars from the previous final are moved up to the next final.

20. Parc Ferme

Parce ferme is mandatory only for drivers who participate in the A-finals. Drivers from other finals can go back to pit.

21. NEZ event results

All competitors shall be included in the result list. All results shall be separated on each class, both in qualification rounds and finals. A victory gives 30 points, then 27, 25, 23, 21, 19, 17, 16, 15, 14, 13, 12, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1

22 Event prize ceremony

NEZ classes 125, 250 and 650: Recommended all A-finals (9 best)

Show class Mini and 85: All participants

23. NEZ final results

The final points shall be calculated with following method:

At total 4 events the 3 best counts, the final counts anyway

At total 3 or less events all count.

In the case of two or more drivers receive the same point, separation happens according to the following:

1. The not counting event
2. Number of victory points, seconds and so on
3. Driver's place in the last arranged event.
4. Driver's place in the second last arranged event.

REPORT – Sporting Commission:

RALLYCROSS

14. February 2014

1. Our website www.nez-rallycross.eu are updated with the results of 2013. And regulations for 2014.
2. In 2014 there will be 4 events

Denmark,	Nysum,	21+22. June
Norway,	Momarken,	28+29. June
Lithuania,	Vilkyciai,	19+20. July
Latvia,	Musa,	26+27. July
3. The results and 2014 regulations were sent to SBF January 20. But the 2014 regulations are still not on the official website.
4. Belarusian Automobile Federation (BAF) asked for membership of NEZ Rallycross Commission. The issue has been forwarded to NEZ Council and will be dealt at the spring meeting.
5. The Commission has been informed that the Estonian member of NEZ RC Commission has resigned from his position in EAL. A new member will be appointed.
6. The list of Stewards will be made in a few weeks and with that everything is ready for the new season, and we don't need any meetings before October.

Jørgen Ring-Andersen
Chairman of NEZ Rallycross Commission

REPORT – Sporting Commission and Working Group

Name of the Sporting Commission / Working Group:

EcoRun/Rally Working Group

1. Events – please describe

1.1 Quality:

30/49 good or excellent, 16/49 some improvement needed, 3/49 a lot of improvement needed (missing final scrutineering, the road book quality between fillings 3 & 4 and after that to the finish line and thirdly the uncomplete list of responsible persons of the competition organisation in the invitation)

1.2 NEZ Symbols:

NEZ symbols were seen on materials like entry list, invitation, results, road book. Otherwise none on the competition site.

1.3 Promotion:

Typical promotion to the established competitors via web, Facebook, Twitter and email. A lot personal contacts both nationally and internationally. Help of contact persons of NEZ countries needed in the future to promote competitions nationally.

1.4 Spectators:

First day was Saturday and spectators were car dealer show-room visitors. Good was that the 1st leg was open to public and the dealer gave people cars to test the same route leg and compare the on-board-computer reading to the competitors' result on the same leg. Competitor results were written on flip-board for everyone to see. Photo of those results was soon published on the internet, as well.

On the second day, on Sunday the start place was occupied only by the competitors. No spectators in Lahti on Sunday, but some people arrived in Helsinki to the Autoliitto head office to see and discuss with competitors.

EcoRun/Rally is not a sport for public happenings, but some success in Lahti with the Toyota dealer.

1.5 Other matters:

Competition was a combination of national cup + NEZ EcoRun Cup, There were two motor clubs to jointly organise this event. There is a lot to improve how to organise and operate with two motor clubs to organise a two day event..

2. Participants

2.1 Number of drivers:

23

2.2 Number of drivers by countries:

Finland 19, Norway 1, Poland 3

3. Positive issues

3.1 issues that was better than expected:

The route and speeds were success on both days. Competitors enjoyed the challenges they met on both days. The difficulty of the route was somewhat increased on the second day. The arrangements were good, participation info was on two languages and there were persons having time to take care of and to help foreignn participants. The hotel lodging between Saturday and Sunday were in the city centre, which supported free-time activities together. The trabspostation from and to parc-ferme was well organised.

4. Negative issues

4.1 issues that did not meet expected values:

The lack of nations. The competition would have been marvelous to involve participants from all NEZ countries. It was expected that participation of established ER countries would have been automatic, but that came as a surprise to all of us. The route book after third filling was uncomplete and unclear, which was very unsatisfactory, although it did not have any effect on competition results.

Result calculation got some difficulties due to failing communication with first day results and how to combine results.

Proposals for next year

The 2014 NEZ EcoRun Cup is agreed to take place in Norway, Bodö by 6-7of June. Regulations remain the same for 2014. The named contact person of Denmark would be very much appriciated, because they are one of the NEZ competition organising countries. Unofficially the national contact person has been in the recent years Mr. Ulrik Hejl.

Sent in by / date

Jaakko Riikonen 28.2.2014

-----Oprindeligt meddelelse-----

Fra: BAF [<mailto:info@baf.by>]

Sendt: 31. januar 2014 10:07

Til: ring@email.dk

Emne: Belarussian Automobile Federation (BAF)

Geehrter Vorsitsende der NEZ Rallykomission,

Belarussische Automobil Federation (BAF) grüsst Sie und dänische Kollegen herzlich und äussert den Wunsch zu Mitglied von NEZ (Nord Europaeische Zone) zu werden.

Wir bitten Sie, uns die Regel und Handlungsablauf des Beitritts von BAF in NEZ zu erklären, damit auch belarussische Autosportler in NEZ-Rallykross-Sportveranstaltungen neben Sportler aus anderen Ländern teilnehmen konnten.

Danke für Aufmerksamkeit und verbleibe mit besten Wünschen BAF
Organisationsdirektor Sergej Furmanov

Wir bevorziehen den Briefwechsel in Deutsch zu fuehren.

Dear Sir, Chairmen of NEZ Rally-cross Commission,

Belarussian Automobile Federation (BAF) greet You and your Kollegs heartly. We have a wish to join NEZ (North European Zone). We wish to know the Rules, how we can join the NEZ, in order to make to our Sportsman possibility to take part in Rally-cross events, which are organized by NEZ, together with sportsman from other countries.

Thank You for attention.
We are staying with best regards,

Executive director of BAF
Sergei FURMANOV

--

Best regards,
Belarussian Automobile Federation
Aerodromnaya street, 3a
220039 Minsk, Belarus
<mailto:info@baf.by>
Tel.: +37529 1358915
Fax: +37517 2132943

**FIA NORTH EUROPEAN ZONE****NEZ MEETING IN LITHUANIA 22-23 of March 2014****List of participants****NEZ Council & Working Group**

Name	Country	Comments
Mr. Jani Backman	Finland	Chairman
Mr. Uffe Madsen	Denmark	Member
Mr. Claes Elofsson	Sweden	Member
Ms. Linda Medne	Latvia	Member
Mrs. Rasa Jakiene	Lithuania	Member
Mr. Hallgeir Raknerud	Norway	Member
Mr. Anssi Kannas	Finland	Secretary

Will not attend the meeting:

Mr. Tryggvi M Thordarson	Iceland	Member
Mr. Priit Pallo	Estonia	Member

Missing entries from:

Mr. Sergey Ouchakov	Russia	Member
---------------------	--------	--------

NEZ Sporting Commission & Working Group members

Name	Country	Comments
Karting Commission		
Mr. Geir Leret Andersen	Norway	Chairman
Racing Commission		
Mr. Marek Kiisa	Estonia	Chairman
Rally Commission		
Mr. Janne Rydh	Sweden	Chairman
Rallycross Commission		
Mr. Jörgen Ring-Andersen	Denmark	Chairman