

NEZ Council meeting

Reykjavik, Iceland 21st March 2015



Minutes of NEZ Council meeting

§1 The meeting starts

Mr. Jani Backman welcomed all to the NEZ Council Spring Meeting Attendants (see appendix).

App. 1

§2 Agenda for the meeting

Mr. Jani Backman asked if the agenda for the meeting can be approved

Decision: The agenda was approved with the following additions; §5 c) Rally, § 6 c) Rallycross – a letter from Lithuanian event organizer, §6 e) Trophy Raid – a letter from RAF, §6 f) Karting, §6 g) Formula Offroad,

§3 Approval of minutes from previous meetings

NEZ Council meeting in Vilnius, 26th Oct 2014

App. 2

Decision: The minutes were approved with the following updates to the list of attendants; Mr. Claes Elofsson will be added to Racing Commission attendants, Mr. Trond Bakkom will be added to Rallycross Commission attendants and removed from Rally Commission attendants, Mr. Tryggvi Thordarson will be added to Rally Commission attendants. The minutes will be attached to the minutes from this meeting.

NCWG telephone meeting, the 3rd Feb 2015

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

§4 FIA matters

Mr. Jani Backman introduced the current plans for the FIA North European Forum to be held in autumn 2015. The proposed date and place is 16th – 18th of October in Helsinki Finland. The date and place for the seminar are to be confirmed until the end of April.

Decision: The NEZ Council decided to hold the NEZ autumn meetings together with the FIA North European Forum if Helsinki is confirmed as the location of the FIA Forum. If the FIA North European Forum is held somewhere else the NEZ autumn meetings will be held in Iceland as originally planned.

Mr. Janis Krastins informed the NEZ Council that there are plans to hold an IRC Rally Seminar in Latvia on January 2016. More details will be confirmed during the year.

Mr. Claes Andersson informed the NEZ Council that there have been discussions in Sweden to hold a Safety Seminar and asked if there might be interest for other NEZ countries to participate. The idea of an international (NEZ Countries) safety seminar was found interesting and Claes shall inform the council when more details are available.

Mr. Jani Backman informed that the FIA Offroad seminar and the FIA Rallycross Prize Giving ceremony will be held in Jyväskylä Finland 9th of January 2016.

FIA Commission nominations are at hand at the autumn 2015. Timetable for the nominations was checked and the nominations from NEZ countries can be confirmed in the NEZ Council's autumn meeting.

Mr. Geir Leret Andersen gave a short summary on the CIK-FIA news concerning the new front bumper design that was recently put on hold by the CIK-FIA and the new KF motor design for the future.

§5 Reports from NEZ Sporting Commissions and working groups (Appendix will be sent after commission meetings)

App. 3

NEZ Council meeting

Reykjavik, Iceland 21st March 2015



a) Racing

The Racing Commission meeting will be held 10th of April in Stockholm Sweden. The NEZ Council gave a mandate for the Racing Commission to finalize the regulations etc. and the council will confirm them after the meeting via email.

b) Drifting

The Drifting Commission meeting will be held 21st of March in Tallinn Estonia. Minutes from the meeting will be sent afterwards for the NEZ Council.

c) Rally

The report from Rally Commission will be attached to the minutes of this meeting.

§6 NEZ Championships and Cups – final confirmation

App. 4

a) Crosskart

The Crosskart regulations and calendar was confirmed with no changes

b) Rally

The Rally Championship has started with winter rounds and is well on the way. No changes to the calendar or regulations.

c) Rallycross

The Rallycross championship regulations and calendar was confirmed with no changes

The NEZ council discussed about a letter from Lithuanian event organizer concerning the NEZ Championship round in Lithuania. The Council agreed unanimously that this issue is to be handled within the NEZ Rallycross Commission and the NEZ Council supports their decision. The NEZ Council will send a reply to the letter.

d) Regularity

The Regularity championship regulations and calendar was confirmed with no changes. NEZ Rally Commission follows the development of the regularity sport.

e) Trophy Raid

The NEZ Council discussed about a letter from RAF concerning about a Trophy Raid championship organizer in Russia that is not a member of the RAF ASN. The NEZ Council agrees that the NEZ championship organizers must be members of the NEZ member ASN.

Decision: The NEZ Council decided to withdraw the Russian event from the Trophy Raid calendar because the organizer is not recognized by the Russian ASN RAF. If the Trophy Raid working group can find another event to fill the calendar it must be confirmed by the NEZ Council. If the calendar is left with three (3) events the series will be a Cup instead of a Championship due to the NEZ regulations.

f) Karting

The Karting championship calendar was confirmed. The championship regulations are still on the way and will be sent to the NEZ Council when they are finalized.

g) Formula Offroad

The Formula Offroad championship regulations and calendar was confirmed.

§7 NEZ Website

The new NEZ website has been running for a while now and it can be used more actively for promoting the NEZ series etc. via news bulletins and such. Printable size logos should be added to the site for downloading.

NEZ Council meeting

Reykjavik, Iceland 21st March 2015



§8

Organization

App. 5

a) Update of members in the Council, Commissions & Working Groups

The organization list will be sent to the members of the Council and the updates can be sent to Mr. Anssi Kannas (anssi.kannas@autourheilu.fi)

b) NEZ Drag Race committee

The NEZ Council discussed about nominating a Drag Race working group or commission.

Decision: The NEZ Council decided to propose a Drag Race working group to be nominated. The Members of the NEZ Council shall discuss the proposal within their ASNs to get the feedback and opinions for the interest towards NEZ Drag Racing in the NEZ countries. The final decision of the NEZ Council will be made via email.

§9

Economy

All the countries except Estonia have paid their membership and other NEZ fees. Chairman Jani Backman shall contact the Estonian ASN with a remainder note.

§10

Host countries list

2016 Norway

2017 Sweden

2018 Latvia

Decision: The list of the host countries was confirmed.

§11

Miscellaneous

The NEZ Council discussed about the regional and zone development work in the FIA and the possibilities and actions for the NEZ members to play an active part in the development process. The FIA Zone meeting in autumn would be a good place to have meetings with FIA representatives on these issues.

Mr. Claes Elofsson raised a question if there would be interest to organise training courses for officials from different countries within the NEZ countries especially in racing. Also exchange of stewards could be more active between the NEZ countries.

NEZ events in the FIA zone calendar was also discussed. These need some clarification as in which events should be reported for the FIA zone calendar.

§12

Next meeting for NEZ Council, Commissions and working groups

Meetings set to 23rd – 24th Oct 2015 Reykjavik, Iceland or 16th – 18th Oct Helsinki, Finland. To be confirmed by the end of April.

§13

End of meeting

Chairman Jani Backman thanked everyone for attending the meeting.

NEZ Council meeting

Reykjavik, Iceland 21st March 2015



Appendix 1

List of participants

NEZ Council

Country	Name	Position
Finland	Jani Backman	Chairman
Sweden	Claes Elofsson	Member
Norway	Hallgeir Raknerud	Member
Russia	Svetlana Shakhova	Member
Latvia	Janis Krastins	Member
Denmark	Uffe Madsen	Member
Iceland	Tryggvi M Thordarson	Member
Finland	Anssi Kannas	Secretary
Norway	Geir Leret Andersen	Chairman NEZ Karting Commission
Denmark	Jörgen Ring-Andersen	Chairman NEZ Rallycross Commission
Denmark	Ture Hansen	Secretary General, DASU
Iceland	Thrandur Arnthorsson	Secretary General, AKIS

Vilnius, Lithuania, 25th of October 2014
26.10.2014 , 10.00 - 12.00 NEZ Council meeting

- § 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**
- § 6 NEZ Championships and Cups**
- § 7 Organization**
- § 8 Economy**
- § 9 NEZ Council, Commissions and working group meetings**
- § 10 Miscellaneous**
- § 11 End of the meeting**

MINUTES

§ 1 The meeting starts

NEZ Council Chairman Mr. Jani Backman started the meeting by welcoming all the attendants to the meeting. Attendants (see appendix 1). App. 1

§ 2 Agenda for the meeting

Mr. Jani Backman asked if the agenda for the meeting can be approved.

Decision: The agenda was approved with the following additions; § 10 a) NEZ website update, § 10 b) Economical impact of motorsport survey

§ 3 Approval of minutes from previous meetings

NEZ Council meeting in Vilnius, the 27th of March 2014 App. 2

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

NCWG telephone meeting, the 13th of October 2014 App. 3

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

§ 4 FIA matters

Mr. Carlos Abella (Director of Development Department FIA) introduced himself and gave the attendants a short introduction on the work of the FIA Development Department that was established in the beginning of 2014. Mr. Abella also read Mr. Jean Todt's personal letter for the NEZ meeting attendants. The letter will be attached as an appendix to these minutes.

Mr. Marek Kiisa raised a question on licensing and age limits. An International License for drivers under 15 years old would be needed. FIA recommendation for example for Formula4 is from 15 years up.

Mr. Abella suggested that the North European Zone countries would make a proposal signed by the NEZ members to the FIA concerning the license issue.

§ 5 Reports from NEZ Sporting Commissions

App. 4

a) Racing

Mr. Marek Kiisa, Chairman of the Commission, made a short summing of the season 2014.

Next year there will be a new NEZ Formula 4 series with seven race weekends held in Finland, Estonia and Russia.

There will also be a co-operation with the NEC series (Formula Renault 1.6) with Sweden.

b) Rally

Mr. Janne Rydh, Chairman of the Commission, made a short summing of the season 2014.

Three championships were held in 2014; NEZ individual championship, NEZ junior championship and the NEZ nations championship (Estonia 3rd, Lithuania 2nd, Latvia 1st).

c) Rallycross

Mr. Jørgen Ring-Andersen, Chairman of the Commission, summarized the season 2014.

Four events are planned for 2015 championship.

The Commission have found difficulties with language barriers as some members don't speak English.

d) Karting (report missing)

No representative from the Karting Commission was present. The report will be sent afterwards and added to the Minutes of this meeting.

e) Crosskart

Mr. Geir Eversen, Chairman of the Commission, made a short presentation on the crosskart championship and summarized the year 2014.

Four events were held. The goal is to keep the regulations similar within all the countries. Mini and 85cc classes are the ones that are increasing the most at the moment. One type of petrol -rule (Aspen) will be introduced.

The Council agreed that the 125cc class will be the lowest official NEZ Championship class in crosskart.

f) Drifting (report missing)

Mr. Jarmo Tikkanen, Chairman of the Commission, made a summary of the season 2014.

Couple of problems with overlapping events with the Finnish national championship series affected also the NEZ series.

For the next season the events will be finalized within November. Regulations will also be synced so that all of the NEZ series event are run with the same concept.

Mr. Carlos Abella told the Council that the FIA is working to put up a working group for Drifting for 2015 and recognition of the sport in the FIA level. The target is to find unified criteria between ASNs for safety issues etc.

g) Eco Run

Eco Run didn't have a representative in the meeting. Mr. Jani Backman introduced the report on the season 2014. A question was raised on the number of competitors (9) in the series which is quite small amount for a Championship status.

Eco Run Working Group has been in contact with the FIA Central European Zone in order to build up co-operation with some competitions in the future.

h) Auto navigation (report missing)

i) Formula offroad

Mr. Tryggvi M. Thordarsson, member on the NEZ Council, introduced the report on season 2014.

j) Trophy Raid (report missing)

k) Other

No other reports.

§ 6 NEZ Championships and Cups

Championships and cups 2015

Racing: Formula Renault 1.6 NEZ Championship, Formula 4 NEZ Championship, V8 Thunder Cars NEZ Championship and Saloon Cars NEZ Championship in 2015. Calendars and regulations to be confirmed and published in NEZ website.

Rally: Individual Championship 2wd & 4wd, Junior Championship R2 class, NEZ Nations Championship, NEZ Icelandic Championship, NEZ Icelandic Championship Extreme. Also a possibility for Regularity NEZ CUP in 2015 was discussed and the Commission looks into the current situation of regularity concerning NEZ. Calendars and regulations to be confirmed and published in the NEZ website.

Rallycross: Championships for NEZ 1600, NEZ 2000, NEZ open and NEZ Super Car will be held 2015 (Lithuania, Latvia, Denmark, Norway). Calendar and regulations to be confirmed and published in the NEZ website.

Karting: Championships for 2015 will be confirmed later.

Crosskart: Championships for 125cc, 250cc and 650cc will be held 2015 (Sweden, Lithuania, Norway). Calendar and regulations to be confirmed and published in the NEZ website.

Drifting: NEZ Drifting Championship will be held 2015 (Sweden, Estonia, Finland, Latvia). Calendar and regulations to be confirmed and published in the NEZ website.

Ecorun: NEZ EcoRun Championship 2015 will be organized by Horsens Motor og Automobil Klub on May 15th - 16th, 2015. Regulations to be confirmed and published in the NEZ website.

Autonavigation: To be confirmed later.

Formula Offroad: NEZ CUP 2015 (date and regulations to be confirmed later).

The Championships and CUPs presented were confirmed.

§ 7 Organization

Updates of members in Commissions and working groups shall be sent to the NEZ secretary as soon as possible by the ASNs.

Drifting Commission sent a letter for the Council concerning their opinion on the current chairman Mr. Jorma Tikkanen and that they are asking for the Council to nominate a new chairman for the Commission. The letter will be attached as an appendix to these minutes.

The Council heard both sides in the meeting and after the hearing discussed about the situation and solution.

Decision: The Council decided to ask for candidates for the Drifting Commission's chairman (CV, future visions etc.) The final decision will be made at the latest 1.12.2014. Also all the other chairmen of the NEZ Sporting Commissions and Working Groups for 2015 shall be confirmed at the same time.

§ 8 Economy

Decision regarding NEZ member fee for 2015.

Suggestion of 1000€ and split 50/50 between NEZ Secretariat and Hosting Country.

Decision: The proposal for the fee was approved by the Council. It was also noted that the Estonian ASN hasn't paid their member fee for 2014 yet.

§ 9 NEZ Council, Commissions and working group meetings

NEZ Council meetings 2015.

Decision: 20th – 21st March, Reykjavik Iceland.

NEZ Council and Sporting Commission meetings 2015.

Decision: 23rd – 24th October, Reykjavik Iceland.

The FIA will send their proposal for the "Zone Congress" dates in the following weeks.

§ 10 Miscellaneous

- a) NEZ website update was reviewed and confirmed by the Council. The new website will be launched on Monday 27th of October.
- b) NEZ Council agreed to initiate an investigation into the economic impact of motorsport within each country in the zone. A report or an interim report on this should be presented during the next meeting of the NEZ Council.

§ 11 End of the meeting

Mr. Backman thanked all the attendants for a good meeting.

APPENDIX 1

NEZ MEETING IN VILNIUS 25-26 of October 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. Tryggvi Thordarson	Iceland	Member
Mrs. Svetlana Shahkova	Russia	Member
Mr. Hallgeir Ragnerud	Norway	Member
Mr. Anssi Kannas	Finland	Secretary
Mr. Anatolij Pashkevich	Belarussia	

NEZ Sporting Commission & Working Group members

Name	Country	Comments
Crosskart Commission		
Mr. Geir Iversen	Norway	Chairman
Mr. Marti Sepp	Estonia	Member
Mr. Håkan Persson	Sweden	Member
Mr. Janis Belakovs	Latvia	Member
Mr. Timo Lampinen	Finland	Member
Mr. Michael Skaarup Nielsen	Denmark	Member
Mr. Bo Söderberg	Sweden	
Mr. Oleg Khomich	Russia	

Karting Commission

Not present.

Racing Commission

Mr. Marek Kiisa	Estonia	Chairman
Mr. Pekka Säynevirta	Finland	Member
Mr. Janis Ducmanis	Latvia	Member
Mr. Tommy Kristiansen	Norway	Member
Mr. Mikhail Bonch-Osmolovskiy	Russia	Member
Mr. Mindaugas Boguševičius	Lithuania	Member
Mr. Claes Elofsson	Sweden	Member
Mrs. Svetlana Shahkova	Russia	
Mr. Alexander Kuzmin	Russia	
Mr. Mikhail Konovalov	Russia	
Mrs. Viatkina Natalija	Belarussia	

Rallycross Commission

Mr. Jørgen Ring-Andersen	Denmark	Chairman
Mr. Jukka Westerback	Finland	Member
Mr. Viesturs Saukāns	Latvia	Member
Mr. Kazimieras Gudžiūnas	Lithuania	Member
Mr. Rafael Bagautdinov	Russia	Member
Mr. Daniel Nyman	Sweden	Member
Mr. Trond Bakkom	Norway	Member
Mr. Aliaksandr Zaitsau	Belarussia	

Rally Commission

Mr. Janne Rydh	Sweden	Chairman
Mr. Johannes Fraas	Denmark	Member
Mr. Janis Krastins	Latvia	Member
Mr. Donatas Liesis	Lithuania	Member
Mr. Jan Egil Jensen	Norway	Member
Mr. Alexey Gavrilov	Russia	Member
Mr. Henrik Frank	Finland	Member
Mr. Tryggvi Thordarson	Iceland	Member
Mr. Sergey Ovchynikov	Belarussia	

Drifting Council

Mr. Jorma Tikkanen	Finland	Chairman
Mr. Antanas Kyguolis	Lithuania	Member
Mr. Hilding Haustreis	Norway	Member
Mr. Anders Eriksson	Sweden	Member
Ms. Eline Berke	Latvia	Member
Mr. Kristjan Salmre	Estonia	Member

FIA delegate

Mr. Carlos Abella, Development Department Director

APPENDIX 2

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. Nezcouncil 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

08-09 August

19-20 September

Botniaring FIN

Pärnu EST

Mantorp SWE

North European Zone (NEZ)

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.

APPENDIX 3

MINUTES 02 - 2014
NEZ Council Working Group (NCWG)
13th October 2014 (postponed from 8th Oct.)

Telephone meeting

Attendants:

Mr. Jani Backman, FIN (Chairman)

Mr. Uffe Madsen, DEN

Mrs. Rasa Jakienė, LT

Mr. Anssi Kannas, FIN (Secretary)

§ 1 Introduction

§ 2 Approval of the agenda

§ 3 Minutes from NEZ Council meeting, Lithuania, 23th of March

§ 4 Reports from Sporting Commissions

§ 5 Sporting Commission meetings, Lithuania, 25th of October

§ 6 NEZ Council meeting, Lithuania, 25th of October

§ 7 Other matters

§ 8 Next meeting

§ 9 End of the meeting

§ 1

Introduction

The chairman Mr. Jani Backman welcomed all to the second teleconference this year.

§ 2

Approval of the agenda

Decision: The agenda was approved.

§ 3

Minutes from NEZ Council meeting, Lithuania, 25th of October

The Minutes from the last NEZ Council meeting were confirmed.

§ 4

Reports from Sporting Commissions

The following reports have been received:

- **Crosskart**
- **Rally**
- **Rallycross**

These reports will be put to the agenda of the NEZ Council autumn meeting in Lithuania.

§ 5

Sporting Commission meetings, Lithuania, 25th of October

The following Commissions will have a meeting during the NEZ autumn meeting weekend:

Rallycross
Rally
Crosskart
Drifting

§ 6

NEZ Council meeting, Lithuania, 26th of October

The agenda was discussed and primarily set. The agenda and documents will be sent out as soon as possible. NEZ Council and some commission meetings will have guest delegates from FIA and Belarussian ASN

§ 7

Other matters

- **NEZ web site**

The NEZ website was discussed and the project is coming to closure. The goal is to have the website up and running before the meeting weekend.

§ 8 Next meeting

The next meeting will be the NEZ Council meeting in Vilnius Lithuania on the 26th of October.

§ 9 End of the meeting

Mr. Jani Backman thanked everybody for attending the meeting.

REPORT – Sporting Commission and Working Group

Name of the Sporting Commission / Working Group:

Racing Commission

1. Events – please describe

1.1 Quality:

NEZ Formula Renault 1,6

May 17-18 BOTNIARING FINLAND
August 08-09 PÄRNU ESTONIA
September 19-20 MANTORP SWEDEN

NEZ V8 Thundercars

Sept 13-14 RUDSKOGEN NORWAY

1.2 NEZ Symbols:

FIA / NEZ (North European Championship) were actively used in 2014.

1.3 Promotion:

Formula Renault 1,6 has well functioning promotor, excellent work done 2014
STCC has strong and well functioning promotor and organization

1.4 Spectators:

STCC had the best figures in spectators

1.5 Other matters:

2. Participants

2.1 Number of drivers:

NEZ Formula Renault 1,6
16 drivers
NEZ V8 THUNDERCARS
18 drivers

2.2 Number of drivers by countries:

FR Renault 1,6
Sweden 12
Estonia 1
Finland 2
Norway 1

3. Positive issues

3.1 issues that was better than expected:

Formula Renault has become a good series - good co-operation with different countries
STCC co-operation

4. Negative issues

4.1 issues that did not meet expected values:

Proposals for next year

More open communication

Sent in by / date

20.10.2014



Report from Rally Commission, 2014-09-29

1. Events in NEZ Rally Calender:

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
20-21 June	Slagelse	DK	
8-9 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

2. Participants

Participants has been seen from almost all countries, but Baltic competitors are more active as they are competing in each others national championship events.

3. Positive

The new Junior R2 Championship have active drivers from different countries in a way we have not seen earlier. Something to follow up for the future!

Also positive that actual NEZ results are quickly distributed by Mrs Rasa Jakiene.

4. Negative

Costs makes the exchange between east and west not good enough. NEZ Championship can not compete with the different national championships.

Janne Rydh

REPORT – Sporting Commission:

RALLYCROSS

26.sept.2014

1. Events

1.1 Quality

All NEZ RC Division participated in the events:
June 21+22, Nysum, Denmark
June 28+29, Momarken, Norway
July 19+20, Vilyciai, Lithuania
July 20+21, 333 Riga, Latvia (Musa, Latvia cancelled!)

Only four weeks before the event in Latvia (24+25.July) NEZ Rallycross Commission received the message that the organizer of the Latvian NEZ Rallycross event was not able to organize this event due to financial circumstances!
Unfortunately we have tried this before, and the situation was again very critical because many Scandinavian teams already made reservations months ago for ferry and hotels. But a new organizer in Latvia was able to organize a new event in Riga on the „333” track, on the same date as the Latvian organizer should have held the NEZ RC final 2014. This initiative was confirmed by the RC commission and the event went well. But we have to find solutions to avoid this situation.

1.2 NEZ symbols

The NEZ logo are used in all official papers, websites, posters a.s.o.

1.3 Promotion

NEZ Rallycross Championship has an official website:
www.nez-rallycross.eu where all information about our championships are available on the internet.

1.4 Spectators

Low numbers of spectators in Denmark and Norway (but high numbers of drivers)
High numbers of spectators in Lithuania (but low numbers of drivers)

2. Participants

2.1 Number of drivers

NEZ Rallycross Commission Secretary,
DASU, Idrættens Hus, DK-2605 Brøndby, tel +45 4057 9029, mail@nez-rallycross.eu

Nysum, DEN:	51 (+63 NEZ Crosskarts)
Momarken, NOR:	51
Vilkyčiai, LIT:	28
333, LAT:	29

3. Positive issues

The NEZ events seems to be popular by the drivers in Denmark and Norway
But the numbers of regular drivers are quite low.

Negative issues

Low numbers of drivers from Baltic states, even in the local events.

Jørgen Ring-Andersen
Chairman, NEZ Rallycross Commission

REPORT – Sporting Commission and Working Group

Name of the Sporting Commission / Working Group:

Crosskart Commission

1. Events – please describe

1.1 Quality:

All 4 events had very good quality

1.2 NEZ Symbols:

NEZ symbol used in all invitations. All organizers use flag from all countries

1.3 Promotion:

Not know

1.4 Spectators:

Not know

1.5 Other matters:

2. Participants

2.1 Number of drivers:

Number of participants in the NEZ classes 125, 250 and 650 is following on each event: (Parantez is 2013)

Sweden 78 (90)

Norway 73 (69)

Denmark 45 (45)

Finland 42 (37)

Total 238 (241)

Compared with last year the NEZ classes is totally stable. Among the classes 250 is stable while 125 increase and 650 decrease. The reason for so much lower participation in Sweden this year is probably because of track location far from Norwegian border.

2.2 Number of drivers by countries:

NEZ Classes 125, 250 and 650 (Parantez is 2013)

Sweden 57 (55)

Norway 40 (41)

Denmark 11 (10)

Finland 12 (7)

Latvia 3 (4)

Estonia 3 (3)

Russia 3 (2)

3. Positive issues

3.1 issues that was better than expected:

4. Negative issues

4.1 issues that did not meet expected values:

Proposals for next year

Our commission have made limit October 20 to publish proposals to all members. We agree last year about keep the technical regulation stable and following we will consetrare about small adjustments in regulations and settle the championship for next year.

Sent in by / date

Geir Iversen

1/10-2014

REPORT – Sporting Commission and Working Group

Name of the Sporting Commission / Working Group:

EcoRun/Rally Working Group

1. Events – please describe

1.1 Quality:

KNA Midnightsun Economy Run in Bodö, 6.6.2014. The competition was driven according to its own regulations, which were very well in accordance with EcoRunRally recommended regulations.

1.2 NEZ Symbols:

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

1.3 Promotion:

The date of competition was well known in advance. Promotion via Facebook page (open group), to the established competitors by email and personal contacts, both nationally and internationally. Start of promotion was a bit too late, which caused uncertainty about the event to take place. Help of national contact persons in NEZ countries was succesful, especially in Denmark (Ulrik Hejl as a contact person).

1.4 Spectators:

One of the Time Controls was organized to inform about what is Economy Run as a sport. There were 10-15 spectators, of which four spectators were very keen on the event and Economy Run as general.

1.5 Other matters:

Majority of TCs were run by competitors, which is a proven system from the previous years in Norway. It is also well accpeted by the competitors. The competiton organisation got a lot help from Denmark (Bjarne Haugard Christophersen).

The sponsor co-operation was nice and smooth, especially with Esso.

One of the Norwegian competitors was local newspaper Avisa Nordland, and they want to participate later, too. Their positive touch may help in the future events publicity.

2. Participants

2.1 Number of drivers:

9

2.2 Number of drivers by countries:

Norway 4, Denmark 3, Finland 2, plus some press people driving outside the competition.

3. Positive issues

3.1 issues that was better than expected:

The commitment of the organizers to the event on the competition date was excellent. Also they had well organized ceremonies after the event, in a good mood and with relaxed mind.

The media was well before informed about the event. Media relations during and after the event were marvelous, although media was publishing articles according its own schedules.

Speed control was something new in Norway. Everyone passed it clearly. Anyhow outside official speed control area one Danish competitor was found overspeeding, and he got a warning of his deed.

4. Negative issues

4.1 issues that did not meet expected values:

Number of participants, especially nationally.

Proposals for next year

NEZ EcoRun 2015 will be organized by Horsens Motor og Automobil Klub on May 15th - 16th, 2015. In the year 2016 NEZ has been planned to Finland, Jyväskylä. The date on mind is 12.6.2016 but it is heavily dependent on NEZ Regularity calendar 2016.

Sent in by / date

Jaakko Riikonen 21.10.2014

Current board took over during a meeting held in connection with the NEZ Formula offroad competition in Skien Norway 2013. During that competition we had one of very few accidents in FO. Because of that accident, we did some modification on the regulations, e.g. we did increase the gap between the helmet and the roll cage. At the same time we began to evaluate and go through safety regulations, and this work is still ongoing. The regulations for 2015 are ready, and the regulations for 2016 are in process. Most of the regulations are good, but better specifications are needed regarding some of them. Several meetings have taken place both during and between competitions this year, and some telefonmeetings. We held a short meeting in Akureyri in connection with the NEZ competition, and used the opportunity to inspect and review the safety of cars, both there and in the NM competition in Skien, The conclusion was that there is little that needs to be fixed, but there is a need to specifically look at fasteners on chairs and belts, to assure that it is done according to regulations.

Regarding competitions held this year, we learned how valuable it is to follow the regulations. Despite repeated attempts to get the Organizer BA to comply with the rules and stick to FIA sporting code, they did not. We then tried to get ASI Sport to help, but got the answer that it was not their responsibility since BA had applied for this competition directly. Strange abandonment of responsibility. At the end the competition was held not in accordance with FIA Sporting Code or the FO regulations. The competition itself was in many way very good and the same rules applied for all of the competitors. Nearly all participants were satisfied and no complaints were filed on their behalf.

FOWG have learned not to accept applications to organize competitions unless those applications are supported by the national motorsport association.

The next NEZ competition will probably be in Sweden in August 2015, but we have still not received the final application.

FOWG

Gudbjörn Grímsson

NEZ Offroad Working Group 2015 – members:

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FEDERATION INTERNATIONALE DE L'AUTOMOBILE

Le Président

Paris, 24th October 2014

To the attention of the NEZ meeting members

Dear Friends,

I am delighted that the countries of the North European Zone (NEZ) will be meeting in Vilnius, Lithuania, this weekend of 25 and 26 October, to consolidate their cooperation and speak together on matters of common interest.

Unfortunately, my schedule prevents me from joining you to discuss the prospects for the development of motor sport in Northern Europe, but I have asked Carlos Abella, the FIA Director of Development, to report back to me on the content of your exchanges.

Indeed, I am sure that the work resulting from your meeting will allow participation in motor sport to grow stronger in the countries concerned, supported by an old and still enduring tradition as well as by the presence of many prestigious drivers and events. I also hope that they will help to give this sport that we love a new boost in Scandinavia and on the shores of the Baltic Sea. You may rest assured that the FIA is doing everything in its power to assist you in this respect.

I look forward to seeing many of you in Doha for our General Assembly.

With best wishes,

A handwritten signature in black ink, appearing to read 'J. Todt', written over the printed name 'Jean Todt'.

Jean Todt

NEZ Council Working Group (NCWG)

3rd March 2015 at 12:00 UTC

(UTC+02:00) Helsinki, Kyiv, Riga, Sofia, Tallinn, Vilnius

Videoconference

Attendants:

Mr. Jani Backman, FIN (Chairman)

Mr. Tryggvi M. Thordarson, IS

Mr. Anssi Kannas, FIN (Secretary)

MINUTES

§ 1

Introduction

Chairman Mr. Jani Backman welcomed all to the first teleconference this year.

§ 2

Approval of the agenda

Decision: The agenda was approved.

§ 3

Minutes from NEZ Council meeting NEZ Council meeting in Vilnius, 26th Oct 2014

No comments to the Minutes from last NEZ Council meeting.

§ 4

Reports from Sporting Commissions

The following reports have been received:

- a) Rally

§ 5

Sporting Commission meetings

None of the Commissions have asked for a meeting during the NEZ spring meeting weekend. Racing and Drifting Commissions arrange meetings before the NEZ spring meeting weekend. Reports shall be sent after these meetings.

§ 6

NEZ Council meeting

Iceland, 21st March 2015. The agenda was discussed and primarily set. The agenda and documents have been be sent out.

§ 7

Other matters

§ 8 Next meeting

The next meeting will be the NEZ Council meeting in Iceland, 21st March 2015.

§ 9 End of the meeting

Mr. Jani Backman thanked everybody for attending the meeting.



Report from Rally Commission, 2015-02-23

1. Events in NEZ Rally Calender 2015:

Date	Name	Country	Comment
30 Jan	Winter Rally	LIT	
07 Feb	Rally Finnskog	NOR	
20-21 Feb	Mikkeli Rally	FIN	Juniors only
16-17 May	Talsi	LVA	Plus Junior R2
06 Jun	Aurskog Rally	NOR	
07-08 Aug	300 Lakes	LIT	
4-5 Sept	East Sweden Rally	SWE	Plus Junior R2
25-26 Sept	Tampere Rally	FIN	Juniors only
17-18 Oct	Rally Latvia	LVA	NEZ Final, Nations Cup
30 -31 Oct	Rally Denmark	DEN	Juniors only, Final Prize Giving for Juniors

2. Discussions during winter

After meeeting in Lithuania it was discovered that not everybody agreed in the solution for juniors and there was a lot of e-mailing and suggestions before everybody could feel satisfied. The problem in the bottom is the use of tarmac an the mandatory to take part in such an event to score points in the junior championship.

Janne Rydh

Dear Sirs,

In the Minutes of the NEZ RALLYCROSS COMMISSION in Vilnius, October 25. 2014 we can find point 8: "Email from Mr.Kazimieras Gudžiūnas was discussed. The Commission decided that during the race weekends it is possible to organize also other races separate from the NEZ-event. These other races must not compete the same day as NEZ-events."

But this points in not satisfied for us. As you know during the FIA events, World Championship, European Championship and International Series Rx Lights, running together, so I can not to understand why we must to organize NEZ-events in the different day then other races in the same weekend...??? What is the problem for NEZ...???

On 2015.03.19 we addressed to Mr. Jorgen Ring Anderson with favour, that during the NEZ Championship (2015.07.11- in Vilkyčiai), that the Chairman can be Mr. Wlodek Szaniawski and Stewards Mr. Arnis Veza and Mr. Šarunas Liesis. Unfortunately Mr. Jorgen Ring Anderson did not agree with our proposal presented and stated that it does not meet the provisions of 2.2 and 8.1 points of the NEZ Regulations.

But the provisions referred to in paragraph 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 14 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."

So we would like to inform You that Mr. Wlodek Szaniawski is a member of the FIA Off-road Commission as well as an international permanent Steward. He has an international officials licence (Number : PZM 64/2011) , so we do not see a conflict with point 2.2.

Referred to point 8.1. The NEZ event can be held together with national event. So we have no colision, that our planned NEZ and RCE championships will not be carried out together too.

In the view of this situation. We would like to ask NEZ Council to consider our request in the meeting which will be held Saturday 21 of March and to appoint as the Chairman Mr. Wlodek Szaniawski. He is highly qualified and meets all the requirements, as well as who will RCE Chairman Steward during the match on 12 July. This influenced our decision is that we try and implement the requirements of both championships, and also because of the complexity of our competitions budget available to conduct the most economical way to lower the expenses. With the same reasons as the Stewards we would like to see Mr. Arnis Veza and Šarunas Liesis.

we organize NEZ Championship for many years and found that the NEZ championship every year attracts less participants and for that he must take action to collapse.

We are sure, that this can be accepted by the NEZ and for our event and for the NEZ championship, as well, it will be profitable.

Please to accept our proposal and to take respective decision.

Please find enclosed the provisional Agenda:

2015.07.10. Friday NEZ and CrosCart

17:00 Paddock opens, Secretariat opens. Administrative checking

17:00-21:00 Scrutineering

2015.07.11 Saturday

8:00-18:00 NEZ championship event

2015.07.11 Saturday RCE

17:00-21:00 Paddock opens, Secretariat opens. Administrative checking. Scrutineering

2015.07.12. Sunday

08:00-18:00 RCE Championship event

With Best Regards
Kazimieras Gudžiūnas
ASK „Vilkyčiai“



РОССИЙСКАЯ АВТОМОБИЛЬНАЯ ФЕДЕРАЦИЯ
ЧЛЕН МЕЖДУНАРОДНОЙ АВТОМОБИЛЬНОЙ ФЕДЕРАЦИИ
RUSSIAN AUTOMOBILE FEDERATION
MEMBER OF THE FIA



Dear Sirs,

After reviewing the dossier submitted for the next meeting of the NEZ Council, I would like to draw your attention and make some comments relating some points mentioned in this documentation

According to the FIA Statutes the members of NEZ are full members of the FIA and are empowered to exercise the sporting authority. Probably similar to other national federations only RAF Motorsport Council as the supreme body is entitled to inscribe the events into national calendar et send to FIA the applications for international calendar

However, the point 6e) of the draft agenda is accompanied by the 4 x4 NEZ CHAMPIONSHIP 2015 Regulations which paragraph 1.1 says that one of the parties announcing this Championship is so called OFF-ROAD CLUB which is not authorized by RAF for such activity. I quote this sentence as it stands: "LAF Trophy-raid committee, LASF 4x4 Committee, EAU 4x4 Off-Road Committee – Estonia and "Off-road Club" - Russia announce the 4x4 NEZ CHAMPIONSHIP" series, hereinafter called NEZ CHAMPIONSHIP"

We believe that the Regulations of all official NEZ Championships should be approved at least by all ASNs hosting the events counting towards these series. Moreover, all events held under the auspices of the NEZ and especially Championships should be entered into FIA International Sporting Calendar or at least into NEZ Calendar. For this the appropriate ASNs must submit the formal applications

Also we are willing to draw your attention to the fact that RAF has overall responsibility for organizing and conducting of all national and international events held in Russia, as well as for insurance for both sporting events inscribed into RAF and/or FIA Calendars

Therefore, you are kindly requested to withdraw the Russian round of 4x4 Trophy Raid Championship 2015 from NEZ Calendar until the decision is to be taken by the RAF



РОССИЙСКАЯ АВТОМОБИЛЬНАЯ ФЕДЕРАЦИЯ
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Motorsport Council concerning the possibility of organization and if so, the appointed organizer of this event.

Furthermore, at the present moment as turns out from their regulations all NEZ Championships are run with violence of articles 2.2.3, 2.2.6 and 2.3.3 of the FIA International Sporting Code * because none of them are included into 2015 Calendar of Events held in Zones recognized by FIA which may be a subject of sanctions imposed by FIA against the ASNs and participants concerned.

I think this issue may be discussed at the next NEZ Council meeting and then submitted to Mr. Deschaux (France), appointed by FIA President and charged by FIA World Motor Sport Council to prepare a report and decision regarding the zones, their functioning and authorities

Best regards

Svetlana Shakhova
RAF Secretary General

* Art. 2.2.3 Only International competitions may form part of an International Championship, Cup, Challenge and Trophy or Series

Art. 2.2.6 No Driver, Competitor or other licence holder may take part in an International Competition or International Championship, Cup, Trophy, Challenge or Series that is not registered on the International Sporting Calendar or not governed by the FIA and its ASNs.

Art. 2.3.3 A National Competition cannot count towards an International Championship, Cup, Trophy, Challenge or Series nor can it be taken into account for the drawing up of a general classification after several International Competitions



РОССИЙСКАЯ АВТОМОБИЛЬНАЯ ФЕДЕРАЦИЯ
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Crosskart Calender 2015

Month	Sa	Su	Organizer	Nearest City	Country	Status					
APRIL	18	19									
	25		Teknis MC	Ørebro	Sweden						Sprint
MAY	2		NMK Grenland	Skien	Norway			NM			
	9	10									
	16		Arboga MK	Arboga	Sweden				SM		
		17	Arboga MK	Arboga	Sweden						Sprint
	23	24	Høljes MK	Syssleback	Sweden		NEZ		SM		
	30	31									
JUNI	6	7	Jönköping MK	Jönköping	Sweden				SM		
	13		NMK Gjøvik	Gjøvik	Norway			NM			
	20	21									
	27		NMK Bø	Notodden	Norway			NM			
	30		SMK Sundsvall	Sundsvall	Sweden						Backe
JULY	4	5									
	11	12	Vilkyciai	Kalipeida	Lithuania		NEZ				
	18	19	Track 333	Riga	Latvia		NEZ				
	25	26									
AUG	1	2	Kna Solør	Flisa	Norway		NEZ	NM			
	8		Västerås MS	Västerås	Sverige				SM		
		9	Västerås MS	Västerås	Sverige						Sprint
	15	16									
	22	23	Östmark MFF	Torsby	Sverige				SM		
	29	30									
SEPT	5		NMK Nord Gulbrandsdal	Dombås	Norway			NM			
	12	13									
	19	20	MK Haninge	Haninge	Sweden				SM		

NEZ = NEZ North European Championship

NM = Norwegian Championship + Crosskart Junior Cup 85cc

SM = Swedish Championship

DM = Danish Championship

Sprint = Sprint Rally

Crosskart NEZ Championship Competition regulations **2015**

Black text = Text 2013

Black text ~~cross-off~~ = 2014c text cancelled from 2015

Red text = new text for 2015

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~~ 40 (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.

8. Running of competition

Three qualifications and final(s) are run in each competition. Qualification rounds shall be **minimum 3 laps and 2 km** ~~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

Driver shall sit in the car with belt on until official give sign or help. Exception is if there is a risk been inside cars because of gasoline leak fire etc.

~~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

When all cars are located at their positions on the starting grid follow procedure shall be followed:

- 1. Starter stands in the middle of the starting grid in the front of the drivers.**
- 2. Starter give signal to start up engine by wave both hands above head**
- 3. Starter secure that all mechanics leave starting grid.**
- 4. Starter give "thumbs up" to drivers one by one**
- 5. When all drivers have given "thumbs up" to starter he hold up a 5 sek sign above head and walking sideways out of starting grid.**
- 6. Light change from red or nothing to green. If using red lamp the light shall be on all the time until change to green, not switch on short time before green.**

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

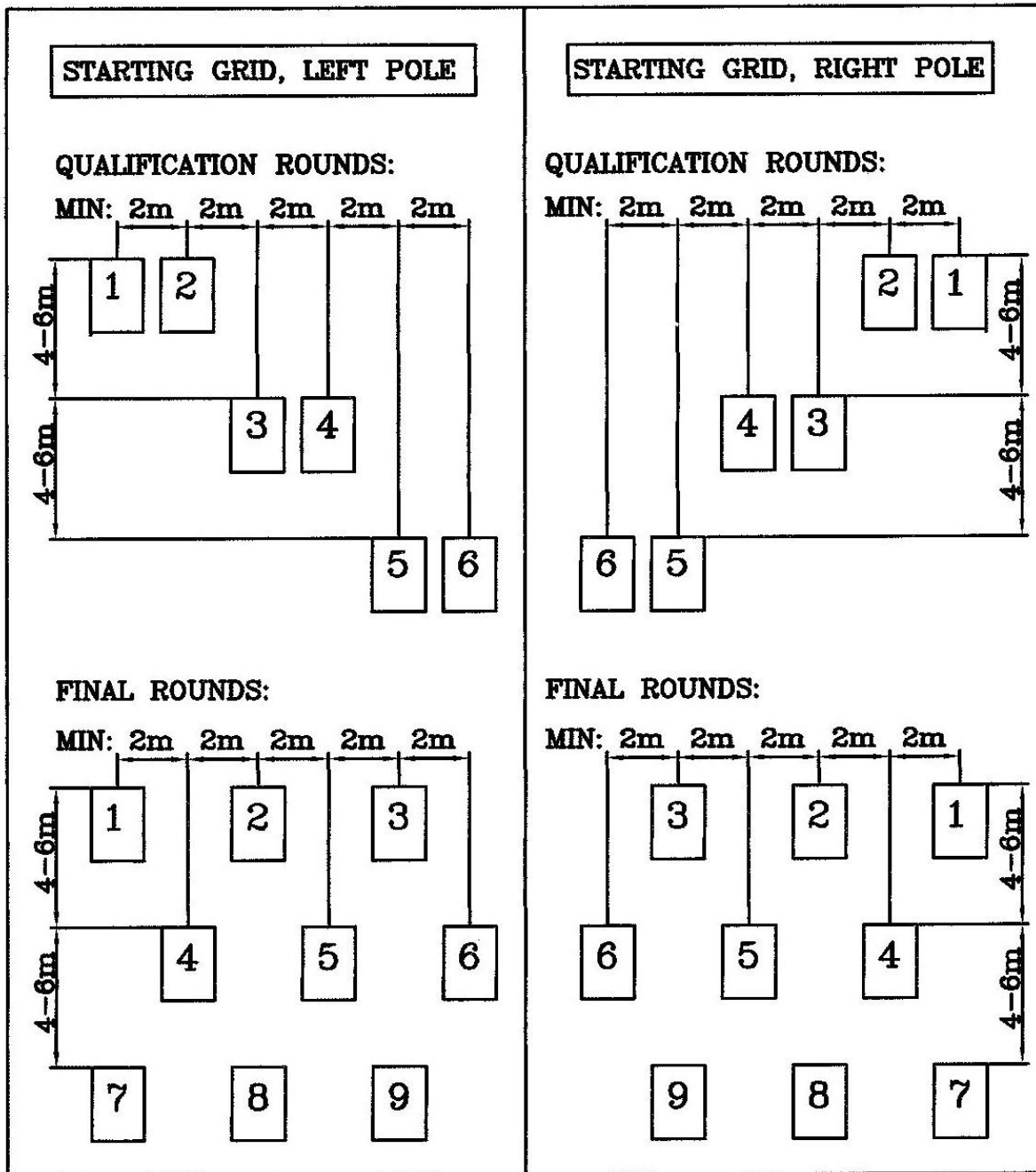
17. Starting grid

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. **The sequence must be choose randomly by NEZ XL program.**

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.



**NEZ - North European Zone
Regularity Championship
Regulations 2015**

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Championship

These are the regulations for the North European Regularity Championship

Short: NEZ Regularity Championship.

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

The working group should follow FIA:s regulations for regularity rallies when practical.

Championship events

The championship events are run according to the organizing countries regulations and supplementary rules.

The events of the 2015 NEZ Regularity Championship are:

1. Danmark (Öresundrally) 9.May
2. Norge (Fredriksten Challenge) 30.May
3. Sverige (Kolsvarundan) 13.June
4. Finland (Hangoloppet) 8-9 August
5. Latvia (Latvija 2015) October

Participants

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

Driver and navigator, in a team, have to come from the same country. Drivers and navigators compete for separate championships.

Both driver and navigator must represent a country within NEZ.

All drivers and navigators on the championship course will score points in the championship.

Both driver and navigator must represent a country within NEZ.

Only cars who had its first registration belonging to periods B-F J1 (on or earlier than 1985-12-31) are eligible to score points in the championship-

As for now there will be no separate beginners cup.

Events

The championship is run in one event per country. 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.

The championship events should not be run the same weekend as national- or NEZ-rounds in Auto Navigation or major regularity rallies.

Points

The following points will be awarded:

Overall classification (irrespective of period)

1st 10 points

2nd 8 points

3rd 6 points

4th 5 points

5th 4 points

6th 3 points

7th 2 points

8th 1 point.

Furthermore, additional points will be awarded as follows:

For each «starter»

– i.e crews (Driver and Co-driver) must report to the start (or ceremonial start) control, with their car and within their due time to be considered as a starter.

– 1 point.

For each «finisher»

– i.e crew must be classified in the final results.

– 1 Point.

For each period

1st in period 3 points

2nd in period 2 points

3rd in period 1 point.

For Period E

1 extra point for all finishers.

For Periods B, C and D

2 extra points for all finishers.

After each event, the ranks are updated by the NEZ Working Group and published on the Internet.

Drivers and navigators obtain points from three events. If only three events are organized, drivers and navigators only get point from two events.

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

First of all most points in four championship events .

If this does not decide the rank, the first, second or third event where the driver and navigator competed against each other will be the tie decider.

If the placement still is the same, the team with the oldest car will be ranked first.

Number of participants

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

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 the 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 traffic regulations.

The number of tripmeter displays are free, but may under no circumstances show average speed or have a pilot function.

Electronic timetables and similar equipment that are not connected to a tripmeter may be eligible according to the organizing countrys sporting 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.

Registration and entry fee

Registration to an event is done according to the organisers instruction. After registration deadline (at least 5 days prior to the event) it is not possible to participate in NEZ-class.

Starting order for participants in championship course

The starting order on the championship course is to be decided by drawing.

Trophies

At every event trophies 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 reward-ed separately. Medals are provided by NEZ through national ASN.

Courses

All countries will organize a championship event on Saturday. In addition there may be a non-championship event on Friday. Two day rallies are eligible if they are run over a weekend.

The type of course and length is up to the organizer. One 20 minute break has to occur before 2½ hours ideal time.

A refill stop must occur before 150 kilometres driving.

Stewards

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

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.

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 their own country.

Denmark: Kim Pedersen (kim@osport.dk)

Finland: Rolf Felin (rolf.felin@saunalahti.fi)

Latvia: Janis Krastins (janis.krastins@verners.lv)

Norway: Oddvar Moland (omolan@broadpark.no)

Sweden: Jonas Öhman (jonas.ohman@live.se)

“4X4 NEZ CHAMPIONSHIP 2015”

Regulations

Chapter 1. General rules.

- 1.1. LAF Trophy-raid committee, LASF 4x4 committee, EAU 4x4 Off-road committee - Estonia and "Offroad club "– Russia announce the "4x4 NEZ CHAMPIONSHIP" series, hereinafter called NEZ CHAMPIONSHIP.
- 1.2. Normative documentation of the NEZ CHAMPIONSHIP:
 - NEZ CHAMPIONSHIP Official regulations - Organizing regulations of Trophy raid NEZ event
- 1.3. NEZ CHAMPIONSHIP series will take place in:
 1. Lithuania 8-10 May – 4x4 Gladiatorai 2015
 2. Latvia 19-21 June –Rugaji trophy 2015
 3. Estonia 09 – 12 July - Suur Maasturite Suvesõit
 4. Russia 2014 2-4 October Veppsky Les 2015
- 1.4. Series regulations
 - 1.4.1 It is mandatory to print on the front cover of event regulations:
 - Championship logo
 - Organisers logo - Type, name, status and date of the race
 - 1.4.2 Regulations of the race are developed by the Organiser based on standard regulations.
 - 1.4.3 All additions to the standard regulations are to be marked in *Italic type* in regulations. All specific rules or technical requirements that contradict standard regulations are to be marked in *Italic type* in the regulations of the current race, and must be agreed by NEZ Trophy raid Working group.
- 1.5. Officials of the race:
 - Sports commissar
 - International commissar
 - Technical commissar
 - Organizer of the race
- 1.6. Regulations must be published at least one month before the entry submission time limit ends, on leading 4x4 websites of Latvia, Lithuania, Estonia, and Russia.

- 1.7. Once the entry submission has began no changes are allowed to the regulations, except changing the officials of the race, changes that are accepted by all those who have submitted the entries and changes made by Technical commissar due to force majeure conditions or due to the safety issues.
- 1.8. The sports commissar must be presented with the safety plan before the beginning of the race.
- 1.9. To include a traditional race in to the calendar of the next year's NEZ CHAMPIONSHIP series an application must be submitted (trofi@trofi.lv) till 1st of September 2015.

Chapter 2. Participants

- 2.1. In 2015 NEZ CHAMPIONSHIP teams collect points during all the series of the NEZ CHAMPIONSHIP.
- 2.2. Entry submission starts at the moment when the regulations are published and ends 3 days before the beginning of the race.
 - 2.2.1 All participants receive points during the 2015 NEZ CHAMPIONSHIP. A team consists of 2-3 participants (2-4 for TR1 category), from whom at least one must be a driver. All the team members who have driver's licences have the right to drive the car during the race.
 - 2.2.2 Participants have to present the Trophy raid licence given to him by National federation, to be able to participate in the NEZ CHAMPIONSHIP.
- 2.3. Vehicle categories of the NEZ CHAMPIONSHIP:
 - First category – automobiles that correspond to TR1 technical specifications
 - Second category – automobiles that correspond to TR2 technical specifications
 - Third category – automobiles that correspond to TR3 technical specifications
 - Fourth category – automobiles that correspond to OPEN technical specifications.

Chapter 3. Automobile

Gross vehicle weight must not exceed 3,5 tons. The vehicles must be in compliance with international convention on road traffic safety.

- 3.1. Preparation of the automobile should be in compliance with technical specifications of the corresponding category of the vehicle.
- 3.2. Automobiles are divided in following categories:

TR1: these are conventional cars with very few changes that correspond to TR1 technical regulations.

TR2: these are specially prepared conventional cars in compliance with TR2 technical regulations.

OPEN: conventional cars with more allowed changes which correspond to OPEN Technical specifications.

TR3: automobiles- prototypes

These cars have undergone some major reconstructions they have newly created original constructions that comply with TR3 technical specifications.

- 3.2. Until the administrated check of the automobile by the technical commissar the participants have the right to change their current vehicle to another vehicle of the same category.
- 3.4. If during the technical commission the technical commissar detects that the vehicle does not correspond to the given category he has the right either to put the vehicle in the appropriate category or not to allow the team to participate in the race in which case the team's entry fee will not be refundable.

Chapter 4. Entries.

- 4.1. Anyone willing to participate in the NEZ CHAMPIONSHIP must send a filled out entry to the secretariat. The entry must contain following information:
 - Each participants Name, Surname, birth date, citizenship, address, phone number and drivers license number.
 - Description of the vehicle
 - Sample of the entry form is annex 2 to these regulations
- 4.2. By signing the entry the participants agree to the official regulations of the NEZ CHAMPIONSHIP as well as to the organizing regulations of the Organizing regulations of Trophy raid NEZ event and regulations of the current race.
- 4.3. It is allowed to change the second driver until the administrative check. This change must be approved by responsible race personnel. If the team wants to exchange two of its members or the first driver than this change needs to be documented with written confirmation by the responsible race personnel, which becomes an inseparable part of team's entry and the team receives a copy of it.
- 4.4. The entry fee of the race shall not exceed 200 EUR
- 4.5. Organizer has the right to determine the amount and the time limit of the entry fees.
- 4.6. Entry fees are fully refunded to those participants, whose entries were not accepted. In case the race is cancelled or postponed for more than 24 hours.
- 4.7. Organizer refunds the entry fee partially (up to 50%) if the participant could not participate in the race due to approved force majeure conditions.

- 4.8. Entry fees are refunded during one month after the end of the race.
- 4.9. Organizer has the right to include extra fees in to the race regulations for car service, transport, hotels and public catering.
- 4.10 Entry fees do not cover the insurance policies; the participants are responsible that they have all the insurance policies needed from the beginning of the race till the race ends.

Chapter 5. Identification and advertisements.

- 5.1. Organizer provides each crew with two race emblems and two racing numbers.
- 5.2 Race emblems (max size 43 cm width and 21.5 cm height) must contain status of the race the official name of the race and depending on the organizers choice either the name or the logo of main promoter.
- 5.2.1 Front race emblem must be placed vertically on the front face of the car in the rectangle formed by these following lines:
- Line going through the axis of the wheels
 - Two vertical lines, going trough the inner sides of the front lamps
 - A horizontal line going through the lowest point of the front lamps It is also possible to place the emblem on the front side of the hood.
- The front emblem must be the first inscription to meet the eye except the cars manufacturer logo.
- 5.2.2 Rear emblem also must be placed vertically on cars body or the rear window if it is not transparent.
- 5.2.3 Emblems must not cover the cars registration number plates.
- 5.3. Racing numbers (size 50 cm width and 52 cm height, if it is impossible than 45x45) must be placed on the front doors of the vehicle.
- 5.4. If during the race an incorrect placement or absence of one of the race emblems or racing numbers is detected, a fine to the tune of 10% of the entry fee is charged. If during the race an incorrect placement or absence of both of the race emblems or racing numbers is detected, a fine to the tune of 20% of the entry fee is charged.
- 5.5. Surnames and names, (pseudonyms) of 1st and 2nd drivers and their national flags with minimal height of 30mm must be placed on either both front sides or doors of vehicle. If either one of these identification signs is missing fine to the tune of 10% of the entry fee is charged.
- 5.6. Participants have the right to position all kinds of advertisements on their cars as long as it:
- does not contradict the law
 - does not contradict organizers indications

- is not offensive
- is not placed on racing numbers and emblems
- is not on windscreen - does not affect visibility

5.7. Spots reserved by the organizer for obligatory advertisements are:

- 9cm x 43cm bottom zone of the emblem
- 14cm x 50cm zone on the top and bottom of the racing number
- Two 10 cm high and 25 cm wide stripes on both sides of the top of the windscreen.

5.8. Place for organizers non obligatory advertisements, both back doors and sides of the vehicle.

5.9 Teams are responsible for placement of all the advertisements on their vehicles if a team is caught without the advertisements or has positioned those incorrect - 10% of the entry fee is charged, if the team is caught the second time for the same reason - 100% of the entry fee is charged.

5.10. If team refuses to place advertisements at all 100% of the entry fee is charged.

5.11. Advertisement placement scheme is handed out at the registrations.

Chapter 6. Point scores.

6.1 The winning crews of TR1, TR2, TR3 and OPEN categories are announced in 2015.

6.1.1. The crew or team who gains the most points during all the 4 series of the 2015 NEZ CHAMPIONSHIP is declared winner in its category. If some drivers have equal amount of points then they are judged by the last event. If these drivers again has the same amount of points the priority is given based on their first point match, if they again have the same amount of the points the places are shared.

6.2. According to the official calendar of 2015 NEZ CHAMPIONSHIP there are 4 series and the points are calculated by factor:

Gladiatorai 2015	1
Rugaji trophy 2015	1
Suur Maasturite Suvesõit	1
Veppsky Les 2015	1.5

6.3. In each of the series points are allocated in each category separately. If some drivers have equal amount of points then they are judged by the last race. If these drivers again has the same amount of points the priority is given based on their first point match, if they again have the same amount of the points the places are shared.

6.4. Every participant receives points in the category that his vehicle was classified.

6.5. Crew has to participate at least in two of the four series of the NEZ CHAMPIONSHIP to be listed in standings of CHAMPIONSHIP.

6.6 The points are calculated according to the table given in 1st annex of these regulations.

Chapter 7.Awards.

7.1. Crews who collect the most points are winners. They receive cups, medals, diplomas and prizes.

7.2. Cups, medals, diplomas are given to the first second and third crew.

7.3. Awards are funded by the organizer.

Chapter 8 . Organizers of 4x4 NEZ CHAMPIONSHIP 2014:

1. Lithuania 8 – 10 May – 4x4 Gladiatorai 2015

Mr. Gediminas Grigaitis e-mail: gediminas@bekelesfiesta.lt
www.4x4gladiatoriai.lt

2. Latvia 20-22 June - Rugaji trophy 2015

Mr.Jānis Auziņš e-mail: sk.rugaji@inbox.lv
www.4x4offroad.lv

3. Estonia 09 – 12 July - Suur Maasturite Suvesõit

Mr. Tõnu Kivilooe -mail: info@suvesoit.eu
www.suvesoit.eu

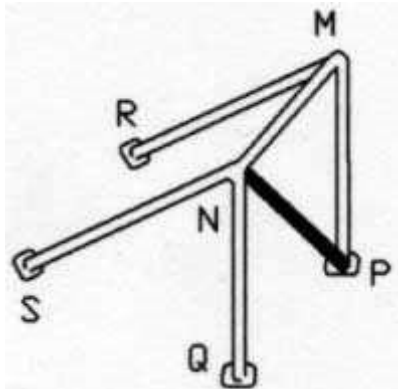
4. Russia 2-4 October 2015 - Вепский лес 2015

Miss. Valeria Kotlyuba e-mail: 4x4.ladogatrophy@gmail.com
<http://ladoga-trophy.ru>

Safety cage.

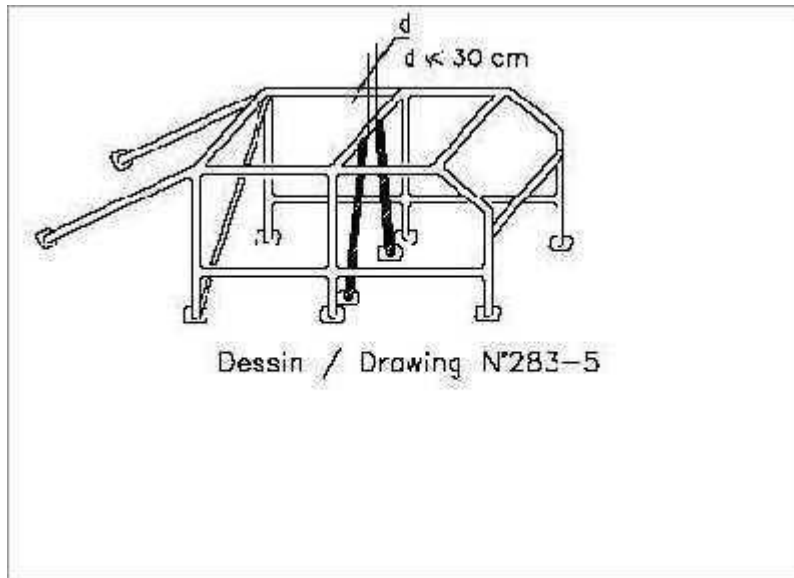
Attachment No. 2

Safety cage – safety rollbar for TR1 and TR2



Material	Minimum tensile strength	Minimum dimensions (mm)	Use
Cold drawn seamless unalloyed carbon steel containing a maximum of 0.22% of carbon	350 N/mm ²	45(1,75'')x2,5 or 50(2,0'')x2,0	Main rollbar

Safety cage TR 2 with 3 passenger place and TR3



Принято и утверждено 4 декабря 2004 г. между странами и организаторами “Кубка Балтии 2005 -2008”. Пописи: J. Lazdans – LV “Mazozoli”; M. Mumme – EE EAF, A. Sutkus – LT LVKA, V. Marozov – EE EORK; A. Myllyla – FIN Lapland 4Wheel drive Club.



4x4 NEZ CHAMPIONSHIP
TROPHY 2014

ENTRY FORM / PIETEIKUMA FORMA

CAR No. / STARTA Nr.	CLASS/ KATEGORIJA (TR1/TR2/TR3/OPEN)
	Nepieciešama nr. Uzīme
DATE / DATUMS	
ENTRANT NAME / PIETEICĒJS	PERSONAL CODE / PERSONAS KODS
ADDRESS /ADRESE	TELEPHONES /TELEFONI
	E-MAIL /E-PASTS
I, entrant, here signed assure that all the information in the entry form is true / .Es, pieteicējs šeit parakstījes apliecinu, ka visa pieteikuma formā sniegtā informācija ir patiesa	
VEHICLE / AUTOMAŠĪNA	
MAKE MARKA	FIA technical passport TEHNISKĀS PASES Nr.
MODEL MODELIS	YEAR OF MANUFACTURING IZLAIDUMA GADS
	REGISTRATION Nr. REĢISTRĀCIJAS Nr.

DRIVER /PILOTS	CO-DRIVER /STŪRMANIS
SURNAME /UZVĀRDS	SURNAME /UZVĀRDS
FIRST NAME /VĀRDS	FIRST NAME /VĀRDS
PERSONAL CODE / PERSONAS KODS	PERSONAL CODE / PERSONAS KODS
ADDRESS /Adrese	ADDRESS /Adrese
COUNTRY /VALSTS	COUNTRY /VALSTS
TELEPHONES /TELEFONI	TELEPHONES /TELEFONI
E-MAIL / E-PASTS	E-MAIL / E-PASTS
DRIVING LICENCE Nr VADĪTĀJA APLIECĪBAS Nr.	DRIVING LICENCE Nr VADĪTĀJA APLIECĪBAS Nr.
COMPETITOR LICENCE Nr/ LICENCES Nr	COMPETITOR LICENCE Nr/ LICENCES Nr
INSURANCE POLICY No /APDROŠINĀŠANAS POLISES Nr.	INSURANCE POLICY No /APDROŠINĀŠANAS POLISES Nr.
Insurance policy expires/ Apdrošināšanas polise derīga līdz	Insurance policy expires/ Apdrošināšanas polise derīga līdz
Visas personas, kas atrodas automašīnā apņemas pasākuma laikā ievērot Latvijā spēkā esošos CSN un uzņemas pilnu atbildību par savu darbību vai bezdarbību, kā arī atsakās no visām pretenzijām pret organizatoru un LAF oficiālajām personām. Apliecinu, ka pieteikumā minētā informācija ir pareiza.	
All persons who are in vehicle during the competition assure that they will follow Road traffic rules in force in territory of LATVIA and and takes all the risk for their action or inaction and renounce in advance all responsibility on the part of the organizers, its officials the Latvian Automobile Federation. I assure information included in entry form is true."	

SIGNATURE/ PARAKSTS _____

SIGNATURE/ PARAKSTS _____

2 CO-DRIVER /2 STŪRMANIS	3 CO-DRIVER /3 STŪRMANIS
SURNAME /UZVĀRDS	SURNAME /UZVĀRDS
FIRST NAME /VĀRDS	FIRST NAME /VĀRDS
PERSONAL CODE / PERSONAS KODS	PERSONAL CODE / PERSONAS KODS
ADDRESS /Adrese	ADDRESS /Adrese
COUNTRY /VALSTS	COUNTRY /VALSTS
TELEPHONES /TELEFONI	TELEPHONES /TELEFONI

E-MAIL / E-PASTS		E-MAIL / E-PASTS	
DRIVING LICENCE Nr		DRIVING LICENCE Nr	
VADITĀJA APLIECĪBAS Nr.		VADITĀJA APLIECĪBAS Nr.	
COMPETITOR LICENCE Nr/ LICENCES Nr		COMPETITOR LICENCE Nr/ LICENCES Nr	
INSURANCE POLICY No /APDROŠINĀŠANAS POLISES Nr.		INSURANCE POLICY No /APDROŠINĀŠANAS POLISES Nr.	
Insurance policy expires/ Apdrošināšanas polise derīga līdz		Insurance policy expires/ Apdrošināšanas polise derīga līdz	
<p>Visas personas, kas atrodas automašīnā aņņemas pasākuma laikā ievērot Latvijā spēkā esošos CSN un uzņemas pilnu atbildību par savu darbību vai bezdarbību. kā arī atsakās no visām pretenzijām pret organizatoru un LAF oficiālajām personām. Apliecinu, ka pieteikumā minētā informācija ir pareiza.</p>			
<p>All persons who are in vehicle during the competition assure that they will follow Road traffic rules in force in the territory of LATVIA and and takes all the risk for their action or inaction and renounce in advance all responsibility on the part of the organizers, its officials the Latvian Automobile Federation. I assure information included in entry form is true."</p>			

SIGNATURE/ PARAKSTS _____

SIGNATURE/ PARAKSTS _____



North European Zone Rally Championship 2015

Version 2015-01-05 JK

Rev 2015-02-01 JR

1 Name

- NEZ Rally Championship. (**NRC**) Individual championship
- NEZ R2 Junior Championship. (**NEZ R2-JRC**) Individual Junior Championship
- 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
30 Jan	Winter Rally	LIT	
07 Feb	Rally Finnskog	NOR	
20-21 Feb	Mikkeli Rally	FIN	Juniors only
16-17 May	Talsi	LVA	Plus Junior R2
06 Jun	Aurskog Rally	NOR	
07-08 Aug	300 Lakes	LIT	
4-5 Sept	East Sweden Rally	SWE	Plus Junior R2
25-26 Sept	Tampere Rally	FIN	Juniors only
17-18 Oct	Rally Latvia	LVA	NEZ Final, Nations Cup
30 -31 Oct	Rally Denmark	DEN	Juniors only, Final Prize Giving for Juniors



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, Sweden and Belorussia.

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 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, N4, Super 2000, R4, R5, National cars.

Group 2: 2WD- Grp. A, N, R and National cars.

Group 3: Juniors- Juniors are drivers up to 25 years old on 01/01/2015, with 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 nation's 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, NRC and NRNC

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

1. 4WD- Grp. A, WRC cars, N, Super 2000, R4 and National cars.
2. 2WD- Grp. A, N; R and National cars.

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 ...

Final event, NEZ R2-JRC

For the juniors in the final event points are rounded with coefficient 2,0 from event points.

Scale is:

1- 40; 2- 36; 3- 32; 4- 30; 5-28; 6-26; 7-24; 8-22; 9-20; 10-18 etc ...

9 Overall results, NRC

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 price will be shared.

Overall results, NRNC

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 price will be shared.



Overall results, NEZ R2-JRC

For overall result all competitors can count maximum three best results from events, and must participate in minimum two events to receive overall result.

Note! Final is double points! But not compulsory to take part in Final to receive overall result for juniors.

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 price 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.fia-nez.eu/>

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

<http://www.m-s-s.dk/> and <http://www.dasu.dk/> and <http://www.rally-dm.dk/>

<http://www.lasf.lt>



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.
- **ALL JUNIORS MUST BE REPORTED, ALSO THOSE THAT FROM ANY REASON NOT FINISHED!**

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

Dec 9. 2014.

Red text= New or revised text

2015
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 2015



NEZ RC Website

1. General prescriptions.

1.1 These regulations prescribe NEZ (**N**orth **E**uropean **Z**one) Rallycross championship **2015** 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 **14** 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 2014, if available, before circuits are approved for a NEZ event

3.0 Program

3.0 Program of event

Wednesday before event date:

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

Before Monday after event date 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. **The information from the drivers briefing must also be given to the drivers in writing.**

4. Participants, team entries.

4.1 Any person holding NEZ National license or International license valid for autocross and (or) Rallycross in year 2015 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.

Rallycross commission

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 2015. 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 2015 are regulated by NEZ Rallycross commission in accordance to the results of NEZ Rallycross championship 2014. 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.

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 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

NEZ

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Rallycross commission

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.

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App. 1 Contact information, NEZ Rallycross Commission

Chairman of NEZ Rallycross commission: **Mr. Jørgen Ring – Andersen**
Mail: jrandersen@outlook.dk
Phone: +45 4057 9029
ASN: www.dasu.dk

Vice chairman of NEZ Rallycross commission: **Mr. Viesturs Saukans**

Secretary of NEZ Rallycross championship: **DASU, Denmark**
Address: Idrættens Hus
DK-2605 Brøndby, Denmark
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
	Latvia	Mr. Viesturs Saukans
	Norway	Mr. Trond Bakkom
	Finland	Mr. Jukka Westerback
	Sweden	Mr. Daniel Nyman
	Russia	Mr. Rafael Bagautdinov
	Lithuania	Mr. Kazimieras Gudziunas
	Iceland	Mr. Gunnar Bjarnarson
	Belarus	Mr. Vadim Kishkurno
	Estonia	TBA

Appendix 2:

NEZ Rallycross Championship organizers 2015:

Calendar 2015

Event	Date	Track	Country
NEZ RC 1	11+12 July	Vilkiciai	Lithuania
NEZ RC 2	18+19 July	333	Latvia
NEZ RC 3	8+9 August	Nysum	Denmark
NEZ RC 4	15+16 August	Grenland	Norway

NEZ RC 1 VILKYCIAI

Address Vilkyčių village. LT-99369 Šilutes district, Lithuania
 GPS 55°31'29.8"N 21°27'16.8"E
 Phone +370 699 33916. Fax +370 441 44651
 E-mail: kazimierasask@vilkyciai.lt
 Internet: ???

NEZ RC 2 333 Sports Managements

Address Ropažu novads, Sila Priedes, LV-2133, Latvia
 GPS 56°57'00.42"N, 24°24'42.90"E
 Phone +371 29555333
 E-mail: info@333.lv
 Internet: www.333.lv

NEZ RC 3 NYSUM

Address Nysumgårdsvej 8, DK-9610 Nørager
 GPS 56°44.160'N 9°46.258'E
 Phone: +45 98569310
 E-mail: Klaus.S.Knudsen@gmail.com
 Internet: www.mnj.dk

NEZ RC 4 Grenland Motorsportscenter

Address Postboks 90, N-3901 Porsgrunn
 GPS 59.31 N 9.55 E
 Phone
 E-mail: T.B.A.
 Internet: www.nmkgrenland.no
 Facebook <https://www.facebook.com/groups/171990853898/>



FIA-NEZ Karting Championships and Series



2015 Calendar

FIA-NEZ North European Karting Championship

KF2 - KF3 - KZ2

18-20/09 - Roskilde (DNK)

FIA-NEZ Karting Cup

KF2 - KF3 - KZ2

08-10/05 - Helsingborg (SWE)

14-16/08 - Vojens (DNK)

18-20/09 - Roskilde (DNK)

NEZ
KARTING
COMMISSION



2015 CHAMPIONSHIP

Regulations:

- 1. General prescriptions**
 - 2. Participants, entries**
 - 3. Eligible vehicles**
 - 4. Date and time of events, program**
 - 5. Organization of event**
 - 6. Penalties, protests and appeals**
 - 7. Prize-giving**
 - 8. Drivers personal safety equipment**
 - 9. Competition regulations**
 - 10. Technical regulations**
 - 11. Information**
-

1. General prescriptions:

Competitions held in accordance with the F.I.A. International Sporting Code (ISC) and the regulations of the organizers ASN.

If there is a discrepancy between ASN and the Championship regulations, the ASN regulations will be valid.

If there is a discrepancy between ASN and ISC regulations, the later will be valid.

1.1 Definition:

Formula Offroad is a form of motorsport where drivers compete in precision driving through steep hills and extreme terrain with 4wd vehicles

1.2 **Championship:**

These regulations prescribe the NEZ (**N**orth **E**uropean **Z**one) Formula Offroad Championship 2015 organization, procedure and order of judge, requests for participants and prescriptions for Championship classification.

Anything not covered by these regulations are authorized to be decided by; - Stewards, if decision is made during the time of event; - NEZ Formula Offroad Working Group, from now called **FOWG**, if decision is made at another time.

Supplementary regulations for the Championship, bulletins and results will be published at www.formulaoffroad.info with links from the FIA-NEZ pages. The official language for all briefings and information is English.

The NEZ Formula Offroad Championship 2015 is open to vehicles in classes; Modified and Unlimited - as described in 10.1.1 and 10.1.2. A driver may only participate in one class with one vehicle in each event. A vehicle can only be registered with one driver in each event

2. **Participants, entries:**

Drivers holding a driver's license and National or International competition license valid for Offroad racing issued by an ASN inside NEZ is eligible.

Entries will be limited to a maximum of **48** participants. If limitations is necessary between classes; 24 in Unlimited and 24 in Modified.

Drivers will have priority according to these rules;

1st priority; NEZ FO Champions 2014, 2013, 2012, 2011 and 2010
~~and 2009.~~

2nd priority; Top 10 in Unlimited and top 10 in Modified from the NEZ 2014 Championship.

3rd priority; One driver from each NEZ country in each class.

Any open places will be filled after decision by the FOWG in collaboration with the national ASNs.

Organizer will open for entries at least 30 days before the first race day; ordinary registration will close for applications 20 days before the first race day. Late entries will be approved until 7 days before the first race day, an additional fee of **100 €** must be paid for each event.

A receipt must immediately be sent to each applicant. The final list of competitors, including any rejects, must be sent to each applicant and all FOWG members a minimum of 5 days before the first race day.

FOWG will publish the list of competitors at www.formulaoffroad.info

Entry fee for each driver is **100 €** and should be paid to organizers account at registration time, or on race day if the organizer decides so.

If the event is canceled, the fee must be returned within two days after cancellation is announced

All information concerning event participants must be on the official notice board. Only driver is eligible to apply to Championship officials for lodging announcements, protests etc.

3. Eligible vehicles:

All vehicles eligible to compete must be prepared in accordance with the Technical regulations, otherwise start will be refused.

Fixed numbers will be used on all cars. The only numbers not available will be numbers 1, 2, and 3 in the Unlimited class, and numbers 201,202, and 203 in the Modified class. New series of numbers will be 1-199 in the Unlimited class, and 201-399 in the Modified class. Before the season, 2015 numbers will be assigned according to the results of the 2014 NEZ-competition, and will be published on www.formulaoffroad.info.

If a driver wants to change the number he is assigned, he must send a request by e-mail to formulaoffroad.info before March 1th 2015. The first three number in each class are assigned to those drivers that held the top three places in the competition the previous year. The drivers in the top three places can choose between a fixed number or his result number. If a driver does not compete for two years, he/she will lose the fixed number. If the driver sells the car, the fixed number may follow the car.

All vehicles must have a dedicated place on each side for the competition numbers; height 35 cm - width 25 cm. Competition numbers are provided by organizer and may include a sponsor advertisement.

Additional fee of **150 €** has to be paid by a competitor who refuses to carry the organizer's sponsor advertisement.

4. Date and time of events, program:

The 2015 NEZ Formula Offroad Championship will be held as one single event over a weekend.

Organizer:

Place: ***Bålsta, Sweden***

Date: ***August, friday 28th to Sunday 30th***

Organizer must send invitations to all **FOWG** members no later than 30 days before the event.

FOWG will publish all invitation at www.formulaoffroad.info.

Results must be sent all participants and members of the **FOWG** no later than the day after the event.

The following of program for 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.

5. Organization of event:

5.1 Facilities:

The Championship must be held in a gravel pit well suited for Formula Offroad and with sufficient depot and accommodations for drivers and spectators.

5.2 Officials:

Events will be organized in accordance with competition and technical rules included in these regulations and with the common regulations of the national ASN.

The organizer's committee includes at least three members; these members are not allowed to participate in the event. The committee is responsible for making the supplementary regulations of the event.

The event will be refereed by a panel of Stewards in accordance with the national ASN.

Chairman of the Stewards sends observer's rapport to **FOWG** and the national ASN within 7 days from event.

The supplementary regulations of each event must include a list of officials, consisting of at least:

- Chairman of Stewards
- Clerk of the course
- Chief scrutineer
- Secretary of the event
- Track master
- Chief of point referees
- Chief of the depot

It is highly recommended that point referees are from at least two different countries.

Secretary of the event keeps the following documents and gives copies to the Chairman of Stewards:

- Organizing approval from own ASN
- Proof of insurance
- Approval from owner of the race area.
- Approval from local Police authority.

5.3 **Safety:**

At least one ambulance with medical crew must be present at all times. Officials with minimum one 6kg powder fire extinguishers must be present at the start and finish gates. Also a CO² fire extinguisher should be present at the start.

Two manned rescue vehicles with winch and/or lifting equipment must be present at the race. Hydraulic cutting equipment, crowbar and a knife for cutting safety belts must be in a manned unit by the course. Necessary restrictions must be put up to protect the spectators.

5.4 **Depot:**

A depot area with sufficient room for all participants must be organized. Maximum speed limit in the depot area is {walking speed}.

At least two fire extinguishers, minimum 6kg foam, must be easily available at a marked place.

All Competitions Cars must have tarpaulin under the car in the service area during service. The tarpaulin must be of in one piece, have a thickness of min 600 g /m², and cover the whole area of the car.

A fuel depot should also be organized for secure refuelling.

5.5 **Test track:**

An area for testing of vehicles should be available. This area must have a length of at least 25 meters, and all driving should be in one direction. This area should be available to the drivers throughout the whole competition without any special notice.

5.6 **Drivers briefing:**

A drivers briefing must be held a minimum of one hour before the start. Drivers not attending may be banned from the event.

5.7 **Passengers:**

No passengers are allowed in race vehicles at any time during the event.

5.8 **Technical Scrutineering:**

Any vehicle 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.

Driver must be present and bring licences and personal safety equipment. A rolling brake test must be passed, all four wheels to be locked.

If a competitor arrives after the closing of scrutineering, he may pass it within the next hour, being applied with a financial penalty of **50 €**. No car will be allowed to start unless it has passed scrutineering.

Organizer must provide suitable, covered working place for scrutineering. Additional scrutineering may be carried out at any time during the event after Chief Scrutineer's or Chief of Stewards decision.

5.9 Practice/testing:

One hour before the start, a test track will be opened
Administrative control and technical scrutineering must have been completed before practice.

6. Penalties, protests and appeals:

All protests must be lodged in accordance to national rules, published in the Supplementary regulations of the event.

All protests must be made in written form in English and handed to the Clerk of course including a registration fee.

Competitors have the rights to appeal the decision of stewards to the organizing ASN in accordance to national rules. Appeal must be made in written form in English and handed to the Chairman of Stewards included a registration fee. Copy of the appeal must be addressed to Chairman of **FOWG** together with stewards' report.

7. Prize-giving:

First 3 drivers in each class will be awarded with trophies in each event. A "Best in Show" trophy *can* also be given after organizers decision; this should reward a spectacular attempt or a good save – **not a rollover**.

The prize-giving in the event will take place at organizer's appointed place no later than 1 hour after finish of the race, if no protests that can change prized places are lodged during this time, or after the protests are considered and the decision is made.

Official NEZ medals are given to the best 3 drivers in each class in the NEZ Championship. These medals will be given in a ceremony in driver's country or a common NEZ prize giving ceremony.

8. Drivers personal safety equipment:

- Driving suit approved by:
 - FIA 8856-2000
 - SFI 3-2A/5
 - Any FIA or SFI approval with flameproof underwear
- Fire proof balaclava
- Fire proof gloves
- Fire proof shoes

➤ Full face helmet approved by:

- **FIA 8860-2004**
- **FIA 8860-2010**
Fédération International de l'Automobile
8, Place de la Concorde
75008 Paris
France
www.fia.com



- **Snell SAH 2010**
- **Snell SA 2010**
- **Snell SA 2005**
Snell Memorial Foundation
3628 Madison Avenue, Suite 11
North Highlands, CA 95660
USA
www.smf.org



- **Snell SA 2000**

**NOT VALID AFTER
31.12.2014**

- **SFI 31.1**
- **SFI 31.1A**
- **SFI 32.2A**
SFI Foundation Inc
15708 Pomerado Road, Suite N208
Poway, CA 92064
USA
www.sifoundation.com



- **BS6658-85 type A/FR**
British Standards Institution
389 Chiswick High Road
London W4 4AL
UK
www.bsi-global.com

**NOT VALID
AFTER
31.12.2013**



(date limitations not applicable)

through-and-back type lock chin strap highly recommended.

- Splinter safe helmet-visor or goggles.
- Full circle neck brace. Thickness of brace must be fitted to the distance between helmet and shoulders to give adequate support and minimal movement of the head. HANS safety system is approved. (Hybrid Pro Rage is also approved.)

9. COMPETITION REGULATIONS:

Communication between the driver and a person outside the vehicle is not allowed while driving the tracks.

9.1 Competition:

The NEZ Championship includes a total of 12 different tracks, 6 of them Saturday and 6 Sunday. One or more can be timed each day.

Each track must be clearly defined with gate markers – white on the left side for the Unlimited class and yellow for the Modified class. Right side markers are red or black for both classes.

Gate markers should be of minimum 40cm height and 10cm width. If both classes are using the same track, completely or partly, either yellow or white markers can be used for both classes. This must be clarified at the driver's briefing and indicated in the photo of the track.

All gate markers must be placed in a way that they do not pose any risk for the drivers, officials or the spectators. If the tracks are close together, any active gate should have additional markers on the left hand side.

A photo of each track must be given to all drivers at latest at the driver's briefing. This photo must include all gate markers, lines that show the point zones and all absolute outer lines.

9.2 Tracks:

The length of each track should be between 30 and 700 meters.

Each track has a minimum of two gates, the start and the finishing gate (300 points). Gates can be added, dividing the track into driving zones. All gates must be at least 4 meters wide.

Each driving zone is limited by the absolute outer lines drawn into the photo and the lines stretched through the gate markers. These gate lines end at the absolute outer line.

No outer line can be set closer than 1 meter from the gate markers. In critical situations, close to gates or in sharp turns, the absolute outer lines must be set directly into the track.

Each track is divided into 5 point zones: 0 to 100 – 100 to 200 – 200 to 250 – 250 to 300 – 300 to 350.

The 250 line should be marked maximum 3 meters before the finishing gate (300 points). The 350 line only identifies a clean drive-away from the track and should be placed no more than 5 meters from the 300 gate. (No point deduction for reversing after the 300 gate)

The referees may give any 10 points in the first three zones, but the last zones are not divided in. (In example; you can get 240 points, not 260). To get 250 points at least one front wheel has to be absolutely inside the 300 gate

9.3.1 Track on time:

One regular track on each competitions day (not the timetrack itself) may give bonus points for time.

The organizer decides if this rule will apply or not in the competition.

In one regular track, chosen by the organizer, time will be measured from standing start in the startgate to the 300 points gate at the top. Best time will give 25 points in bonus. Second best time will be rewarded by 15 points, 3rd with 10, 4th with 6 and finally 5th best time will give 3 points.

Time will be measured in same manner as in the time-track, but with a standing start. The clock will start immediately when the start signal is given.

9.3.2 Timed track:

A timed track should be passable for all drivers. Gate markers in the timed track should be numbered and clearly visible.

Timing starts from the point where the vehicle crosses the starting line and ends when it crosses the finishing line. Flying start and finish is used, electronic timing equipment is preferred. If manual timing is used, three stopwatches must be in use and the middle value of the three will be the valid time.

If one stopwatch fails then the meantime between the two shall be used. The fastest driver is awarded 350 points. Other drivers are deducted 1 point for every 1/10th of a second slower than the fastest time.

Maximum time available for the track is three minutes.

Minimum points awarded for a track completed within 3 minutes is 150.

The track is divided into four zones. Any driver not completing the full length is awarded 25 points for each zone entered.

If the maximum time is exceeded, the timing stops and the driver will be awarded according to the number of zones entered.

All gates must be passed in the right direction and sequence.

Touching a gate marker is penalized by -10 points. Minimum one wheel must touch or be within the gates markers. Backing up and turning around is allowed without any penalty.

9.4 **Start:**

The starting sequence is drawn by organizer and must be published in the program.

After each driven track, the first drivers are moved to the back before the next track. The number of drivers moved for each track should be equal to the total number of drivers divided by the number of tracks.

The driver must be at the starting gate within one minute after the starter has given his signal to come. If a driver does not appear within this minute, the track will be closed for him.

The track will also be closed for any driver that does not start within one minute after the starter has given the signal to go.

Any driver dropping out of the race must immediately inform the Secretary of the event.

9.5 **Flags:**

A total of three different flags are used: red, green and a starting flag. The red flag is used when the track is closed and for signalling the driver of danger or disqualifying from the track.

The green flag is used to signal that the track is ready and should be lowered as soon as the driver enters the track.

Starting flag (national flag) is used to start the vehicle. This flag may be substituted by a light signal.

9.6 **Points, penalties:**

A correctly driven course will be awarded with 350 points.

Each point zone is considered completed when the centre of both rear wheels has passed the points line.

All gates must be passed in the right direction and sequence. Passing a gate can only be done once; and at least one wheel must be on the far side of a line stretched through an already passed gate.

The driver is allowed to reverse only once in each driving zone (between two gates).

Point penalties are given as follows:

- | | |
|---|------------|
| ➤ Stops in the track and continues | -10 points |
| ➤ Touches a gate marker with one wheel | -20 points |
| ➤ Touches a gate marker with two wheels | -40 points |
| ➤ Touches a gate marker with three wheels | -80 points |
| ➤ Reverses (penalized when attempting to continue) | -40 points |
| ➤ Destroys the track unnecessary (non sporting behaviour) | -50 points |

The referee stops counting points when the driver:

- Starts before the sign is given
- Rolls over
- Passes a gate incorrect
- Passes the gate without having at least one front wheel absolutely inside the gate markers (except time track).
- Reverses more than one time inside a driving zone
- Goes back past the line of an already correctly passed gate
- Gets stuck or stops for more than one minute
- Touches the line of an absolute outer marker
- Releases helmet or seatbelt
- Signals the officials, giving up the attempt

Maximum penalty in one single gate is -80 points.

Point deduction for the 300 gate is 50% of regular penalty.

If a gate is not passed to award points, no penalty should be given.

The minimum points given for any track is 0 –zero-.

9.7 **Results:**

Winner of the event is the driver that has the highest number of points in his class at the end of the race.

Results must be posted available to all drivers after each track throughout the competition.

If two or more participants finish the race with equal points, the one that have most tracks with the best score comes first. If they are still equal, the one with best score in the last track, 2nd last and so on comes first.

10. TECHNICAL REGULATIONS.

Regulations are common for Modified and Unlimited, unless noted.

All exceptions for vehicles licensed before 01.01.2006 will be removed from 01.01.2016.

10.1.1 **Approved vehicles, MODIFIED:**

All vehicles must have two axles and four wheel drive. The car can be driven in four wheel drive or two wheel drive with or without dif lock 's

Overall design of vehicle is free of choice within these regulations.

Two regular size seats must be installed side by side.

10.1.2 **Approved vehicles, UNLIMITED:**

All vehicles must have two axles and four wheel drive. The car can be driven in four wheel drive or two wheel drive with or without dif lock 's

Overall design of vehicle is free of choice within these regulations.

10.2 **Chassis:**

Vehicles licensed after 01.01.2006 must have a main frame structure built from:

- Original frame from a mass produced 4x4 vehicle, or
- Seamless steel tubing of minimum size 45x2,5mm or 50x2mm, or
- Rectangular tubing of minimum size 40x60x3mm, or
- Square tubing of minimum size 45x45x3mm

Aluminum, Stainless steel or Chromemoly steel is not allowed.

Main frame structure is considered the part of the frame connecting the six main bars from the rollcage together.

10.3.1 **Tires, MODIFIED:**

Only paddle tires up to 33" equal to "Multipaddle" and "Padla Trak" Designed before 2013 are allowed.

All DOT approved tires are allowed, these can be custom grooved unless they are resurfaced.

No snow chains or any kind of attachments to tires are allowed.

10.3.2 **Tires, UNLIMITED:**

Free of choice. Tires must be made of rubber and inflated with air. Snow chains or any kind of attachments to improve traction is not allowed.

10.4 **Wheels:**

Free of choice.

10.5 **Suspension:**

Properly mounted bumpstops/airshox of gas charged hydraulic design is mandatory. Otherwise free of choice.

10.6 **Shock absorbers:**

Free of choice

10.7 **Engine:**

Engines are free of choice. Harmonic balancer (if so equipped) and flexplate/flywheel must be of racing type.

Dual, correctly working return springs must be installed on the carburettor/throttle body or throttle pedal if using a drive-by-wire system. Electronic throttle body does not require return springs on throttle body, but one for the throttle pedal or throttle pedal with a hook?

Supercharger(s), Turbocharger(s) and Nitrous Oxide are allowed.

For roots type superchargers a shield made of 1,5mm steel or 2,5mm aluminium must cover the drive belt. The shield must be securely mounted to the engine or chassis. Any fuel, nitrous or oil hoses nearby this drive belt must be enclosed in steel pipe or be of a steel reinforced type. SFI approved limiting straps must be installed if using this type of supercharger to prevent the supercharger from blowing off the manifold. All fuel hoses must have sufficient length not break in such a situation.

10.8 **Fuel system:**

Fuel tank must be designed for racing, and securely fastened outside the driver's compartment. The fuel cap must be leak proof and a check valve must be installed in the vent hose.

There must be a wall to prevent fuel leaking into the driver compartment in case of a rollover. All fuel lines must be securely fastened. Any fuel lines passing through the driver compartment must pass through a steel tube of 1mm thickness with a diameter of 2 times the diameter for the fuel line.

Fuel tank, fuel filters and fuel hoses must be protected by a 1 mm steel or 2 mm aluminum shield, where exposed for possible damage.

Diesel, Bio Diesel, E85, Gasoline and Racing-gasoline are allowed as fuel. Lead substitute and Octane booster is allowed; all other fuel additives are banned.

Water injection is allowed. Propane (LPG) injection is not allowed.

All other fuels than Gasoline and Racing-gasoline must be marked on the vehicles.

10.8.1 **Methanol fuel, UNLIMITED only:**

Methanol fuel is allowed in Unlimited if the vehicle is clearly marked front and rear "METHANOL FUELED" in a yellow square 15x30cm.

If using Methanol, a FIA/SFI approved fire extinguishing system must be installed in the vehicle with at least 2 nozzles front of engine towards back to engine and 1 nozzle behind engine towards to front way to engine. nozzles towards the engine and 2 nozzles in the driver compartment.

10.9 **Nitrous Oxide:**

Nitrous oxide is allowed if installed according to these regulations:

- Only complete systems from reputable manufacturers installed according to instructions are allowed.
- Nitrous bottle must be securely mounted with two steel bands of at least 2,5x25mm completely circling the bottle.
- Nitrous bottle cannot be installed in the engine compartment.
- Nitrous bottle must be installed with the valve end pointing away from the driver or have a shield protecting the driver from a valve blow off made of 2mm steel or 4mm aluminium plate.
- Nitrous bottle must be installed in such a way that it is protected from outside impact in case of a rollover.
- All nitrous hoses must be able to handle at least 3000psi.
- All nitrous hoses must be securely fastened.
- Circuits cannot be negative switched.
- It should not be possible to switch system on unless ignition is on.
- The system must have a separate arming switch for the driver clearly marked NOS On/Off.
- System should only be possible to activate at Wide Open Throttle.
- System should only be possible to activate above 2000 engine rpm.
- Enclosed vehicles must have a FIA/SFI approved fire extinguishing system installed with at least one nozzle aimed at the driver and one aimed at the engine.
- FIA/SFI warning sign for NOS must be fitted to the rear of vehicle.
- Bottle warming system must be from a reputable manufacturer and installed according to instructions. No open flames allowed!
- Nitrous pressure gauge must be installed if bottle warming system is used.

10.10 **Cooling system:**

Radiator and overflow tank is not allowed the driver compartment.

All hoses must be undamaged and of high quality.

Any hoses or tubes passing through the driver compartment must be covered and without splices.

10.11 **Exhaust system:**

Noise level cannot exceed 100dB according to FIA measurement rules.

Otherwise free of choice.

10.12 **Electrical system:**

Battery must be of dry cell design and securely mounted with upper and lower brackets. The positive battery post must be securely covered with a non conductive material.

All cables must be securely fastened.

An electrical master switch must be installed in reach of the driver when sitting with the seatbelts tightened. A second switch or a wire actuating the primary switch must be installed in the rear of the vehicle. The rear switch or release handle must be clearly marked with a blue triangle and a red lightning inside the triangle.

10.13 **Transmission and drive shafts:**

Automatic transmissions must have a properly working neutral safety switch and a flexplate/transmission shield, FIA/SFI approved or made from 4mm thick steel plate or 2mm high strength steel like Domex 650 MC

. Transmissions with a FIA/SFI approved bellhousing do not need the flexplate shield. A transmission with a FIA/SFI approved casing does not need the transmission shield.

Vehicles with manual transmissions must have the starting current wired through a switch mounted on the **clutch pedal** in such a way that the vehicle will only start with the pedal fully depressed.

Front and rear driveshafts must have a safety loop made of 5x50mm steel or 20x1,5mm steel tube bolted to the chassis or transfer case with minimum two grade 8.8 M10 bolts. The safety loops must be on the Transfer case made of aluminium needs protection shield made from 4mm thick steel plate *or 2mm high strength steel like Domex 650 MC* covering the top and both sides if there are two seats in the car transfer case end of the drive shafts.

10.14 **Brake system:**

- Main brakes free of choice, but must be operated by foot, positively work on all four wheels and capable of locking up all four wheels simultaneously. Driveshaft mounted brakes are not allowed.
- Properly working handbrake and/or park function in transmission must be installed.
- All brake lines must be securely fastened and without damage.
- Steering break is allowed, but the brake must always be in working order on all four wheels.

10.15 **Steering system:**

The vehicle must be controlled by a conventional steering wheel mounted in front of the driver. Hydraulic steering and all types of conventional steering from vehicle manufacturer are allowed. All steering components must be well dimensioned for safe control of the vehicle at all times. All hydraulic hoses except for the drain hose must have pressed-on ends, be free of any damages and have sufficient length to allow full movement of the suspension.

All steering hoses must be protected from potential damage caused by engine or suspension components. All hoses connected to the steering valve must be shielded from the driver.

Minimum diameter of the steering rod in a hydraulic cylinder is 22mm. Mid-chassis steering is not allowed.

10.16.1 **Body, MODIFIED:**

Length of body must at least cover the wheelbase of the vehicle. Hood and side body panels must be installed.

Engine air intake protruding through the body must be designed to protect the driver from direct blowback from the carburettor/throttle body. Any windows must be made of laminated glass or polycarbonate/ lexan.

10.16.2 **Body, UNLIMITED:**

Length of body must at least cover the wheelbase of the vehicle. Hood and side body panels must be installed.

Engine air intake protruding through the body must be designed to protect the driver from direct blowback from the carburettor/throttle body. Any windows must be made of laminated glass or polycarbonate/ lexan.

10.17 **Driver 's compartment:**

Walls separating the driver's compartment from the engine, oil coolers and radiator must be installed. The purpose is to prohibit spreading of fluids and/or flames.

Any engine air intake in the driver's compartment must be baffled to protect the driver from any blowbacks.

Armstraps or window nets with maximum 50mm web size and minimum 2mm thread size must be used if the distance from the center of driver's seat to the outer edge of the rollcage is less than 50cm. If this distance is less than 40cm window nets must be used.

Armstraps must be attached below the elbow of the driver and must be released simultaneously with the seatbelt.

10.17.1 **Driver 's compartment MODIFIED:**

A passenger seat must be installed side by side with the driver's seat.

Passenger seat is free of choice, but must be of regular size.

10.18 **Floor:**

Floor of the vehicle must be made of 1mm steel or 2mm aluminium and completely cover the whole floor. If the front driveshaft passes under the driver seat, the material in this area must be at least 2mm steel or 3mm aluminium.

10.19 **Driver's seat:**

Driver's seat must be of racing type and have cut holes for a 5 point seat belt. Seat must be securely fastened and the back of the seat must rest against the rollcage or braced in a similar way. If the seat is mounted on a sliding bracket, there must be an extra safety pin installed to prevent sliding of the seat.

The back of the seat must be high enough to cover 2/3 of the driver's helmet.

Side supports for the driver's helmet must be installed to the seat or in the chassis behind the seat. This support must be FIA/SFI approved or made of minimum 10cm wide and 3mm thick aluminium or steel plate. Side support must extend forward at least 20cm from the back of the seat in no less than 75 degrees and insulated, not to damage the helmet during normal use.

Distance from side of helmet to support must be no more than 10 cm.

Side supports must be installed by welding or bolted with minimum 2x M8 bolts each side.

Seats approved by FIA/SFI with integral helmet supports needs no additional support.

There must be a free distance of at least 10 cm between the top of the driver's helmet and the roll cage.

10.20.1 **Rollcage:**

All vehicles must have a six point rollcage mounted directly to the frame or chassis structure that connects all six points.

Rollcage must be designed to protect the driver from all sides.

Seamless Steel tubes of at least 350 N/mm² must be used.

Aluminum, Stainless steel or Chromemoly Steel is not allowed.

Tube size must be minimum 2.5x45mm, alternatively 2x50mm.

No tube bends may be smaller than 3x the tube diameter.

All welds must be of high quality. No grinding of welds is allowed.

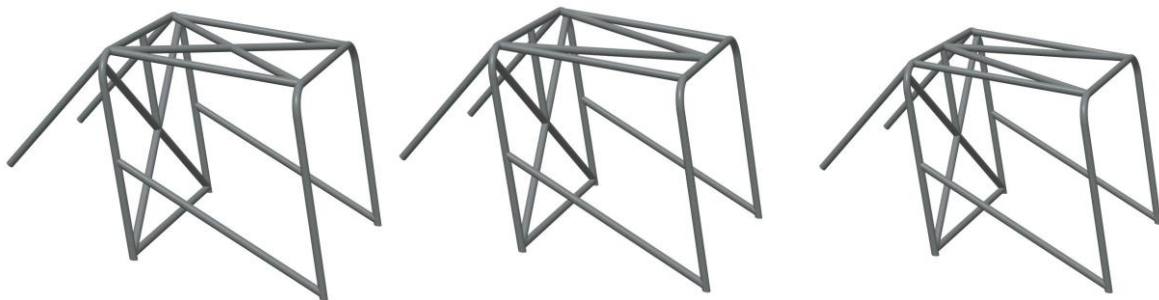
Minimum requirements of cage design (refer to schematic drawing):

- One-piece main rollbar installed from side to side of vehicle.
- Main rollbar must be installed within 75-105 degrees. (+/- 15 degrees from vertical)
- One-piece front bar installed from side to side or one piece side bars with front bar connecting the two.
- Rear braces from rear top corners to back of vehicle in minimum 30 degree angle.
- Diagonal cross braces in main rollbar or in rear braces.
(For vehicles licensed after 01.01.2006 this cross must be installed in the main rollbar)
- If the width of rollbar is more than 100cm, a vertical bar must be fitted from the top centre of rear rollbar to meeting point of cross braces.
- "V" or "X" bars in top of rollcage.
- Tube connecting left and right side of main rollbar mounted as low as possible in the chassis.
- Tubes connecting front and rear rollbar. Preferred location is as low as possible in front bar and mid height in the main rollbar.

For vehicles licensed after 01.01.2006:

- Minimum width of rollcage is 100cm.
- Minimum distance from the centre of driver seat to the outer edge of rollcage is 40cm (measured at shoulder height).

These are the preferred construction schematics for the roll cage.

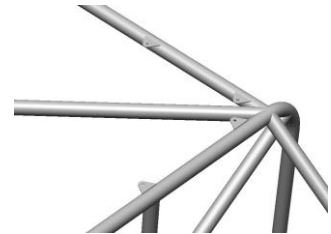


10.20.2 **Roof plate:**

All vehicles must have a roof plate mounted on top of rollcage:

- 1mm steel plate securely welded in, or
- 2mm steel plate bolted in with M8 bolts of 8.8 grade no more than 50cm apart, or
- 3mm aluminium plate bolted in with M8 bolts of 8.8 grade, no more than 50cm apart.

If plate is bolted, mounting brackets must be welded to rollcage, no drilling of holes allowed in the rollcage.

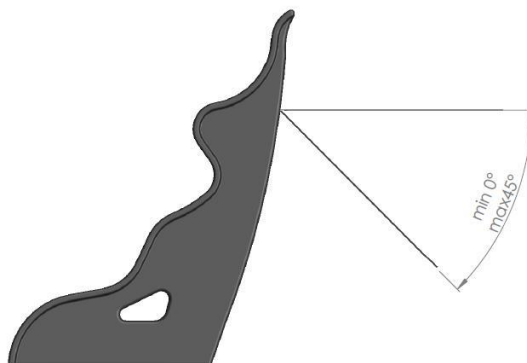


For vehicles licensed after 01.01.2006:

Minimum size of roofplate is 0,75 m²

10.21 **Seatbelts:**

Only 3" wide FIA/SFI approved seatbelt of 5- or 6-point design is approved. Seatbelts with latch style locks are highly recommended. Seat belt must be without any damage and must be within approved date limitations (SFI belts: 5 years from production). Shoulder straps must be installed in line with the drivers shoulder or lower such that the angle between the back of the seat and shoulder straps is between 45 and 90 degrees. If the seatbelt is installed using bolts the bolts must be 7/16 UNF. If the bolts are installed in the bodywork, the area must be reinforced with a 2mm steel plate of at least 20cm². Drilling in the rollcage for mounting seatbelts is not allowed.



10.22 **Lights:**

Any external lighting made of glass must be taped.

10.23 **Gauges and switches:**

Free of choice.

10.24 **Tow hooks:**

Front and rear tow hooks or eyes with at least 35mm diameter hole must be in the front and rear of the vehicle.

There must also be a lifting point on the top of the vehicle, preferably in the balance point of the vehicle. (May be through a suitable point in the rollcage). Towing and lifting points must be marked in bright color.

10.25 **Communication:**

Any wireless communication must be shut down while driving the tracks.

10.26 **Weight:**

Minimum weight without driver is 600kg. Any extra weight must be securely fastened.

10.27 **Extra equipment:**

Any extra equipment (fire extinguishers, flags, aerodynamic wings, etc.) must be securely fastened and must not pose as a potential hazard to the driver or spectators/officials.

10.28 **Ventilation:**

All vent hoses from fuel tank, transmission, hydraulic system, transfer case, engine and axles must be routed in such a way that it will not leak in case of a rollover – or connected to a catch tank.

11. Information:

All information regarding the NEZ Formula Offroad Championship 2015 will be found at www.formulaoffroad.info

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Lähetäjä: Svetlana Shakhova <raf.secretariat@gmail.com>

Lähetetty: 16. helmikuuta 2015 11:34

Vastaanottaja: Anssi Kannas

Kopio: Jani Backman; uffemadsen@mail.tele.dk; eal@sport.ee; Tryggvi M Thordarson; linda.medne@laf.lv; Rasa / LASF; hallgeir.raknerud@bilsport.no; claes.elifsson@telia.com; geir.k.iversen@gmail.com; geir.leret@mbaracing.com; Janne Rydh; Jørgen Ring Andersen; jan@mjtj.dk; sallu@driftime.ee; gudbjorn.grimsson@staubo.no; mazozoli4x4@inbox.lv; jaakko.riikonen@pp.inet.fi; troi@online.no

Aihe: Re: Invitation to NEZ Council Spring Meeting 2015

Dear Anssi

I'm writing to confirm attending to the meeting and add one issue.

Last year, we paid attention to the increased number of participants from the NEZ in the Russian drag racing championship. That demonstrates the growing interest in drag racing.

In this regard, the Russian Automobile Federation proposes to revive NEZ drag racing committee .

Could you include this issue on the agenda of our spring meeting, please.

Thank you advance

Best Regards,

Svetlana Shakhova
RAF Secretary General

Russian Automobile Federation (RAF)
5 Yauzskaya str., Moscow 109028, Russia.
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Email : raf.secretariat@gmail.com

2015-02-06 11:29 GMT+03:00 Anssi Kannas <Anssi.Kannas@autourheil.fi>:

Dear all,

Please find attached the invitation and timetable for FIA North European Zone Council's Spring Meeting in Reykjavik, Iceland 20th – 21st March 2015.

If the Sporting Commissions & Working Groups have plans for arranging a meeting in Reykjavik, please send confirmation to Mr. Tryggvi M Thordarson (tryggvi@tryggvi.org) and Mr. Anssi Kannas (anssi.kannas@autourheilu.fi).

I would also kindly ask for all the Sporting Commission chairmen and Working Group contact persons to send regulations and competition calendars for the season 2015 to me as soon as possible, please. These are due to be published on the NEZ website. I have received Regularity, Rallycross and Rally so far.

Looking forward seeing you in Reykjavik!

best regards,

Anssi Kannas

Pääsihteeri - Secretary General

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