Crosskart NEZ Championship
Competition regulations 2017

Black text = Text 2017
Black text ~~cross off~~ = 2016c text cancelled from 2017
Red text = new text for 2017

1A. Generally
What is not mentioned here can be arrange by the organizer according to the national regulations in the host country. If so it shall be written in the invitation rules. "NEZ Crosskart Commission" has the right to give organizers exception from these regulations

1B Registration fee
Event registration fee must be pay by the organizer for covering the regular costs of NEZ crosskart Championship. Amount is 200€ for each organizer and must be pay 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 = 50 Euro
Recommended starting fee 85, 125, 250 and 650 and Extreme = 80 Euro
Organizer must specify the payment methods in additional regulation.

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 one 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 **and is responsible to have insurance in license or separate.**

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 (NEZ Cup)
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.
Xtreme from the year one turns 16 years old
Senior (650/250) from the year one turns 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. Drivers from different classes will run separately. The Joker Lap can be used in practice. A Driver who has failed to complete at least one lap in practice may be allowed to take part in the Competition at the decision of the stewards.

8. Running of competition
Three qualifications and final(s) are run in each competition. Qualification rounds shall be minimum 3 laps and 2 km. 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 a one 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.
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 restart drivers must slowly drive on the track and return to the starting grid. 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 driver and one assistant and using only ~~using hand~~ human power and only in starting grid area. Fuel can be refilled, but only in the starting grid area.

13. Assigned starting positions

Starting position for each driver is set by qualification list or finals list. It's not allowed to choose other position than the one given in the current starting list.

14. Empty starting position

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

15. Alternative track (Joker lap)

In each qualifying heat, one of the laps must be the Joker Lap. Those drivers who do not take Joker Lap or taking Joker lap more than once will receive DNF and 0 points. Judges of fact will be appointed to note how many times the cars pass through. At the exit of the Joker lap, the cars on the main track have priority.

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 "thumps up" to drivers one by one
5. When all drivers have given "thumps up" to starter he hold up sign "Ready to race" above the 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.
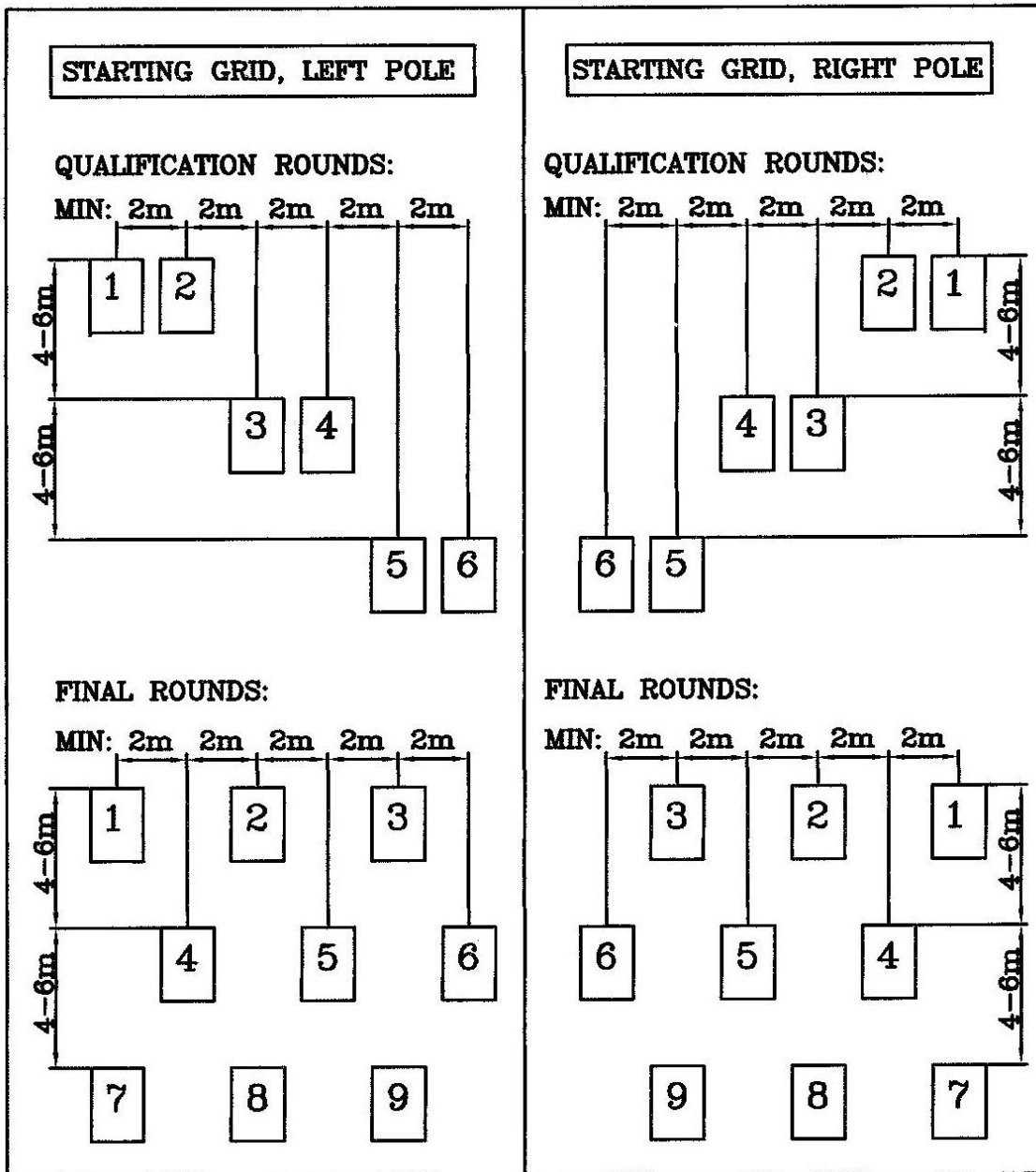
18. Qualification to the final

<u>Point qualification</u> 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.
5. The higher position in overall classification of the season, secondary is last season overall classification.
6. If no one on the previous list it is decided by lottery

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 85, 125, 250, 650 and Xtreme: All A-finals
Show class Mini: All participants
A prize ceremony for the summary medal winners will be hold after the last event by the organizer.

23. NEZ final results
The final points shall be calculated with following method:

In case of 4 or more events organized the event with lowest points shall be deducted from the summary. Event deducted must be a participated event where driver at least had started in the practice. In case of 3 or less events organized all points counts. Exception is the final event, this event counts anyway **and driver receives double points.**
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.