

Crosskart NEZ Championship

Competition regulations 2010

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" have 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 February 28. The calendar will be confirmed after NEZ RC has received the fee.

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

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.

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 250 cc, they shall anyway compete in separate rounds. Finals shall be arranged separate in all classes

7. Practice

Practice is mandatory for at least 3 laps.

The competition management may make exemptions to this in special cases due to technical problems during the practice.

8. Running of competition

Three qualifications and final(s) are run in each competition. Qualification rounds shall be between 3 and 4 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

Drivers that stops 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 untill 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

A restart must be done. Drivers that have stopped at the start may participate in the restart if the cross kart starts. Control of false start will be performed in every row with the aid of fact officials or photocells

After one false start the driver will be punish by starting one car length behind.

At second false start it means automatic exclusion of the driver from the heat.

No reserves may drive instead of the excluded

12. Stop on circuit

Drivers that have stopped on the circuit and still have the engine running may be assisted by officials to come loose and may then continue the competition.

If a driver stalled the engine on the circuit the engine can not to be started again with help from officials or others. The driver must immediately move himself and if possible his Crosskart of the circuit. It is allowed to be assisted by officials for this. If the Crosskart cannot be moved from circuit the driver may not to stay in it or near it. Drivers that have climbed out of their cross kart can not continue to compete.

13. Assigned starting positions

An assigned starting position according to the qualification list or final list shall be followed and can not be changed. This means the best driver in each final row can not decide to start from another position than what is listed in the qualification result.

14. Empty starting position

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

15. Alternative track

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

16. Start

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

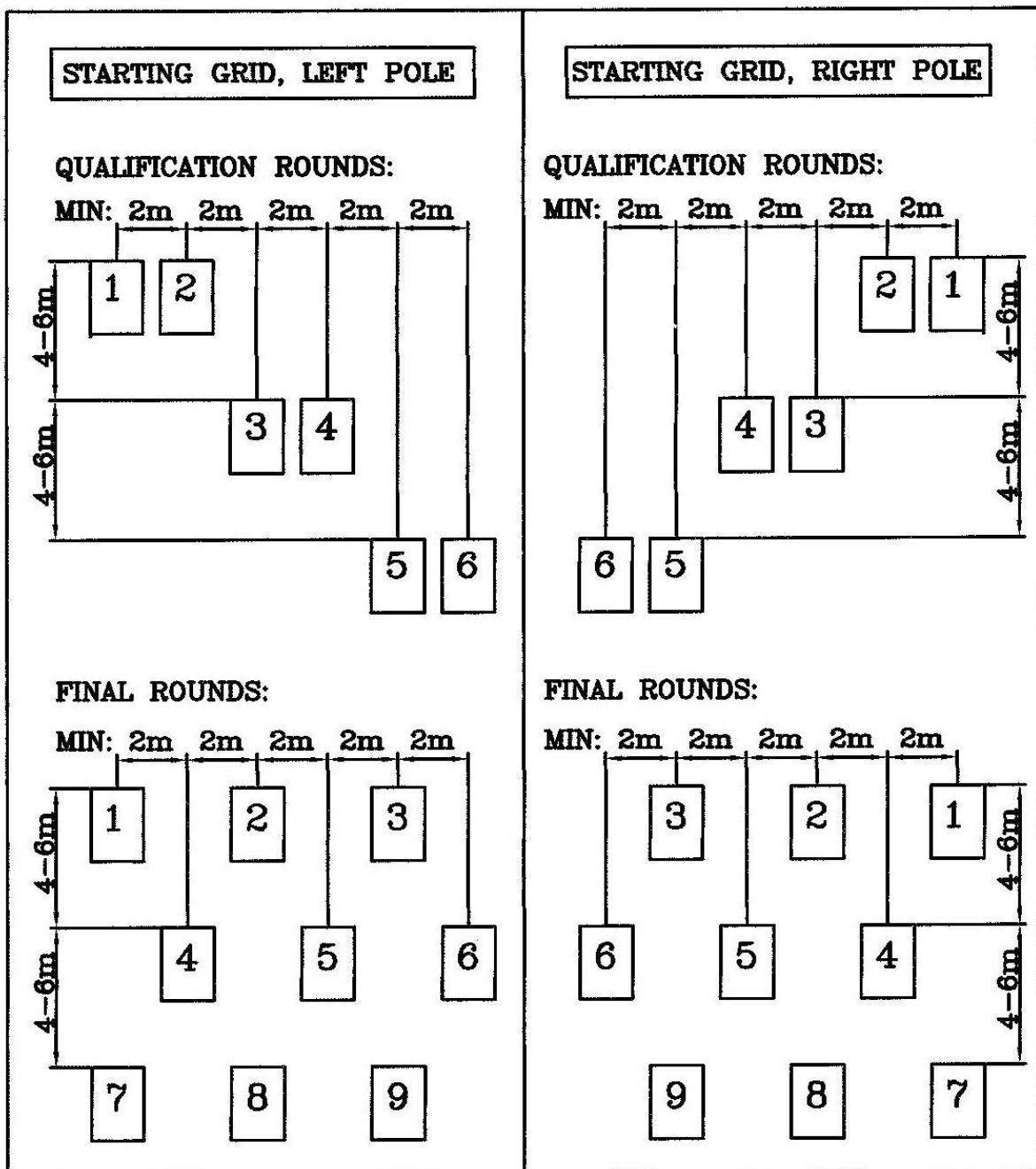
17. Starting grid

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

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

Final rounds: until 9 Crosskarts in 3 rows.

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



18. Qualification to the final

The organizer can choose between time qualification or point qualification system.

A) Time qualification can be done according to the rallycross system. The sum of time from the 2 best qualification rounds is ground for qualification to the final. The driver with the lowest time starts final from position 1 according to the circuit licence. The driver with the second lowest time starts from position 2 and so on.

B) Points 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.

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 15 competitors

C-final at minimum 22 competitors

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

20. 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

21. NEZ final results

The final points shall be calculated with following method:

At total 4 events the 3 best counts

At total 3 events the 2 best counts

At total 2 events both counts

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.