

Crosskart North European Championship

Competition regulations **2021**

Black text = Text 2020

~~Black text~~ = 2020 text cancelled from 2021

Red text = new text for 2021

1A. Generally

All the participating NEZ Championship parties (ASNs, organisers, Competitors, Drivers, circuits) undertake to apply and observe the rules governing the Championship.

The final text of the Competition Regulations and Supplementary Regulations shall be the English version, which will be used should any dispute arise as to their interpretation. Headings (Articles) in these documents are for ease of reference only and do not form part of the Regulations.

These Competition Regulations come into force on 1st January of each year, and replace all previous NEZ Crosskart Championship Competition Regulations.

All Drivers, Competitors and officials participating in the Championship undertake, on behalf of themselves, their employees and agents, to observe all the provisions, as supplemented or amended, of the NEZ Crosskart Competition Regulations and its Appendices, the Technical Regulations, these General Prescriptions are applicable only to NEZ Crosskart Championships.

It's not allowed to run NEZ event together with national event for crosskarts.

Participation in NEZ Championship demand using start number assigned from the www.nez-crosskart.eu

"NEZ Crosskart 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.

Each organiser, via its ASN, shall supply the information set out in the standard Supplementary Regulations to the NEZ Crosskart Commission, in English, no later than 1 month before the competition, together with an outline timetable showing the times for administrative checking and scrutineering, the Drivers' and Competitors' briefing and an overall provisional schedule for the races. The organizer must provide safety plan for the Competition before administrative checking.

1C Starting fee

Recommended starting fee Mini = 50 Euro

Recommended starting fee 85, 125, 250 and 650, Veteran, Xtreme Junior and Xtreme = **100 Euro**
Organizer must specify the payment methods in supplementary regulation.

1D Administrative checking and Scrutineering

Organizer have the right to decide if administrative checking and scrutineering -is only available evening before competition. If so suggested it must be open at least until 23.00

2. Tracks

A NEZ event shall take place in 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.

4. License

All drivers with national license from NEZ countries can participate and is responsible to have insurance in license or separate.

Drivers from other countries can participate, they must have valid license issued by their country ASN.

5. Officials

8.1 For each Competition NEZ Crosskart commission will nominate the following officials: - one international stewards who will be the chairman of the stewards and it cannot be from the hosting country. In addition, organizer can ask the NEZ Crosskart Commission to nominate one technical delegate.

Organizer must cover the hotel expenses of steward and technical delegate if invited. NEZ Commission members have right to participate stewards meeting.

6. Classes / age limit

Mini / from the year one turns 6 years old and up to 11 years old

85 / from the year one turns 9 years old and up to 13 years old

Xtreme Junior from the year one turns 12 years old up and including the year one turns 16.

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

6.1 NEZ Championship classes

85

125

250

650

Xtreme

To remain championship status minimum 10 drivers must participate in the class during the season.

7. 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 and Xtreme Junior, they shall not compete together. Finals shall be arranged separate in all classes.

In a single event driver can only participate in one class.

8. Paddock and Scrutinizing

Drivers will be allocated paddock space in the process of completing their entry to the Championship or Competition.

Each Driver is responsible for ensuring that a fire extinguisher of at least 5kg is available within his own team's area in the paddock.

Each Driver is required to ensure that a plastic sheet is spread on the ground in the paddock place reserved for his team where work is to be done on his car, in order to prevent any pollution in case of an accidental leak, etc.

Driving in paddock at any time must be at walking speed max. 8km/h

8.1 Scrutineering

For scrutineering there should be an appropriate covered place in or in connection with the pit or the start or finish area. Before the start of the scrutineering the chief of scrutineering shall inform all technicians that are participating in the inspection about how it should be done and what should be done during the inspection. It is up to the driver to make sure that no unauthorized personnel are attending this scrutineering area. Drivers that can't fulfill this can be excluded from the competition.

At the NEZ championship competitions shall a weighing unit be available. For measurement of the car's body/chassis shall a balanced flat surface exist which is the only place where measurements can be performed.

Competing cars that are found lacking in any part of the inspection and have been denied to start driver must be informed by the clerk of the course that they are not allowed to participate in competition. This prohibition can only be changed by an official protest and by decision of stewards.

Fuel tests can be included in some competition inspections and the values shall be documented in the inspection papers. If during the free practice the deviation from the normal is found driver can change the fuel before the first heat.

If the deviation is found during the preliminary heats driver will be excluded of the heat.

If the deviation is found during the finals driver will be excluded of the race.

There is only allowed to present one frame for each competition.

If some part of the frame needs to be changed during the competition it is only allowed under the supervision and allowance of the chief of scrutineering.

Drivers who do not present his car for scrutineering during the set time for inspection can be denied to start by the decision of stewards.

If there are suspicions that a car has any form of problems during the competition, the chief of scrutineering can order an extra inspection to maintain the safety for both the driver of the vehicle in question and the other drivers as well.

8.2 Technical control during the race

Scrutineering after finals or random checks during the competition are titled by chief of scrutineering. Technical inspections are performed to ensure that the participant fulfill the technical regulations. The chief of scrutineering is the one to make the decision of a technical inspection and the results shall be documented.

During the inspection only the concerned official, concerned competitor and the competitor's mechanic are allowed to participate. The chief of scrutineering is allowed to limit the people present if needed. If the car does not pass the inspection, this shall be documented carefully describing what was found and how it was found.

If the inspection is performed, following a protest the inspection shall only be of the part in question and any result shall be documented regardless of the result.

If the inspection cannot be finished immediately, the car or part of the car can be kept during a reasonable time that it would take to finish the inspection. If it is suitable the components can be sealed in wait for the final inspection.

The competitor is obligated to get personnel and the tools that are needed to remove the parts in question during the inspecting. The competitor and the competitor's mechanic are allowed to participate during the inspection.

Chief of scrutineering decides if further actions are needed. If a competitor does not follow the decision about a technical inspection the driver shall be disqualified from the race.

Protocols and decisions about actions are to be attached to the competition report.

Speed control must be done at Mini and 85 class

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

- *Speed control shall be done by same person all day
- *Pistol shall be hold by hand
- *Area between car and pistol shall have open air (not through window, trees etc)
- *The organizer is responsible for inform the driver only if speed is to high

9. Practice

Organizer can choose to organize practice between 2x2 laps or 1x3 laps. Driver's participation in the practice is optional. Drivers from different classes will run separately. The Joker Lap can be used in practice. In case of 2 day race organizer may chose free practice on the second day.

10. Running of competition

Three qualifications and final(s) are run in each competition. Qualification rounds shall be minimum 4 laps. The final rounds shall be 2 laps longer than the qualification

rounds. The decision of stewards may shorten the number of laps due to safety reasons, e.g. bad weather.

10.1 Flags



Start of the race / restart / end of hazard / safe racing conditions



Local caution (single) road course, full-course caution (twin) valid for the accident, overtake prohibited from flag to the flagged target (from point to crash). Slow down and follow caution.



Debris, fluid, or oil on track, slippery conditions



Race stopped. Drive carefully to the pre-grid. Get ready to stop.



Slow vehicle on track.



Return to pits (i.e. disqualification). Return to the pits for a penalty. Showed together with car number



Return to the pits to service a mechanical problem. Showed together with car number



Unsportsmanlike behaviour warning. Showed together with car number



Race / heat finished

11. Assistants

Drivers may have only one assistant with them on the starting grid. When the engine is started the assistant shall leave the starting grid.

12. Stop on the starting grid

Driver whose engine stops, before the start light signal has been showed, driver signalling by putting one arm up. The starter then gives a sign or audio signal where

upon the start is postponed for until 2 minutes. This means restart the engine or repair can be done only by driver and one assistant and using only human power and only in starting grid area. Engine kick starter is allowed.

The start can only be postponed once in each heat. Drivers who stop in the second start attempt must indicate in the same way, this in order to alert co-competitors and to avoid collisions. Only after the start light and when other cars had left starting grid the car may be started by assistant or another person than the driver until the first car has completed a first lap, after that the car must leave the circuit and the driver is classified as not finished the heat and receives DNS in the point table.

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 **the first lap**. After that the car must leave the circuit and the driver has not finished the heat.

13. False start

False start is when the car moves forward from the prescribed position after ~~5sek/~~ Ready to Race signal is given. Control of false start shall be performed with the aid of fact officials or photo cells or similar false start system.

Drivers who do False start in qualification heats / finals will take Joker Lap 2 times. If the joker is faster, then the driver who makes the false start will not take a joker at all.

14a. 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.

14b Red flag leading to restart

Should it be necessary to stop the race in an emergency for safety reasons or because of a false start, this should be done by displaying the red flag at the start/finish line and at all marshals' posts. This indicates that Drivers must immediately stop racing and in case of restart drivers must slowly drive on the track and return to the starting grid directed by the marshals. Driver causing a red flag and drivers who stopped before the red flag cannot join the restart.

In this case, any possible warnings or penalties will, however, apply for the re-run.

If a Final is stopped by a red flag and subsequently restarted, any Driver who started in the original Final, but who is not able to start in the re-run, will be classified in front of any Drivers who did not start at all.

Red flag shall always lead to restart. If a final is stopped by a red flag and cannot be re-run, the result will be taken from the final starting position.

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 human power and only in starting grid area. Fuel can be refilled, but only in the starting grid area. Plastic zippers and tape can be used if there is danger of flying off parts which can be dangerous to other drivers, marshals or spectators all the repair can be done in starting grid area only and under control of marshals

Driver(s) who need help to return back are allowed to receive help from the marshals to restart the engine.

In a final the driver causing the red flag will be placed at the last position on the result list in the actual final, and those who cannot restart will be placed according to their position at the start grid in the first start.

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.

In the start it's prohibited to change the line due to disturb others. Penalty is black/white or black flag.

Any object behind the wheel (stones etc.) is prohibited to keep the car on place.

17. Starting grid

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. A starting position in qualifying heats and finals where no car has showed up on time shall be left empty and cannot be taken by an additional Driver.

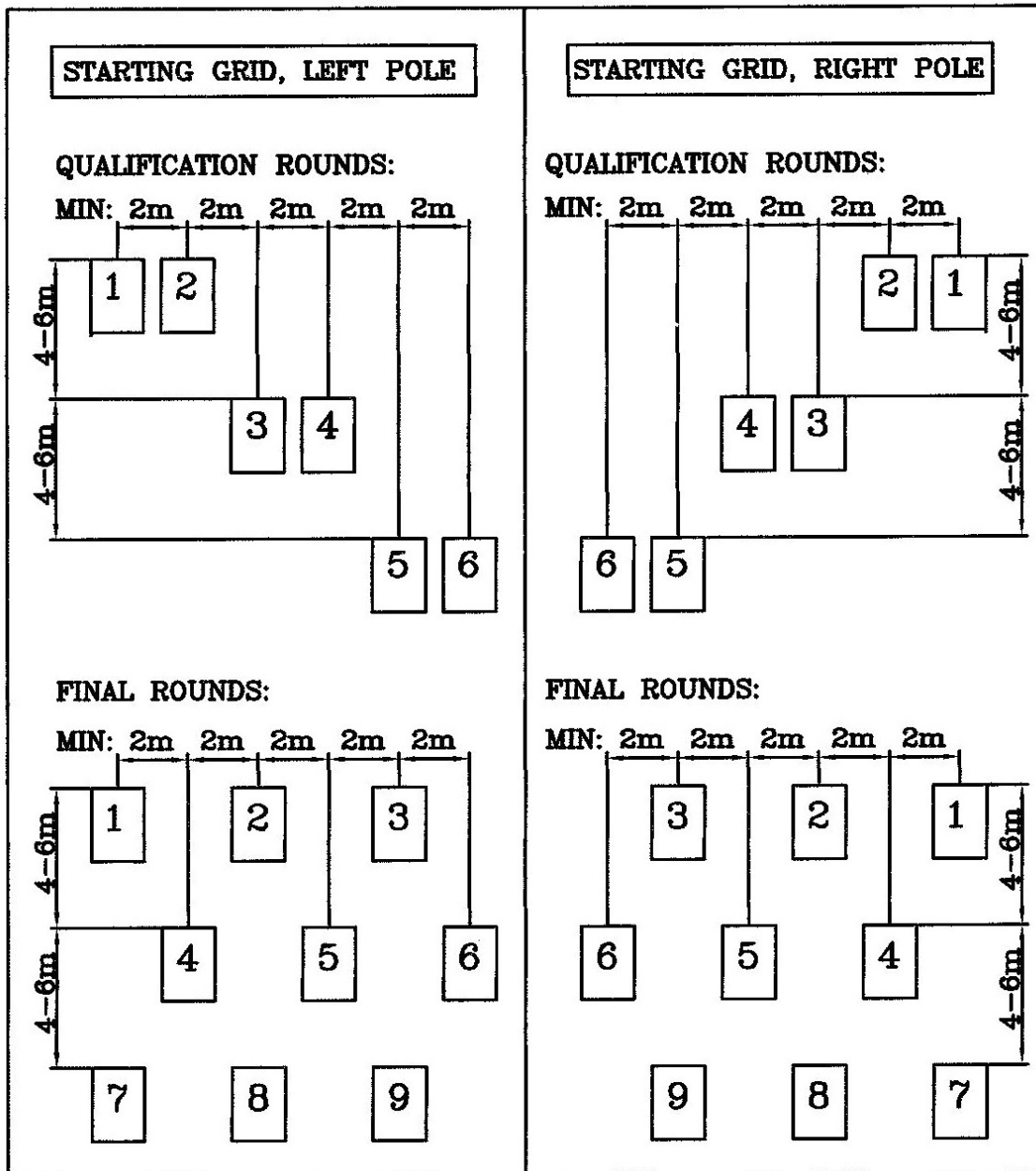
Crosskart use 3 starting rows (4-6 meter distance between the rows) and 6 lines (minimum 2 meters between the lines). The position in the lines are different in qualification and finals.

In case of track specific layout or due to safety reasons by decision of stewards starting grid positions in qualifying heats and finals can be changed.

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 EXCEL 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.

DNS = 0 pts, DNF = 0 pts, DNQ = 0 pts, Overtaken = DNF

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 best 7 cars after the qualifications goes to A-final, and the next 7 to B-final etc, up till 9 cars is in the last final. The 2 best cars from the previous final are moved up to the next final.

20. Parc Ferme

Parc ferme is mandatory only for drivers who finished in the A-finals. Helmet shall be left in the car during the stay in parc ferme 30 min after preliminary result publication on official notice board cars can be released from parc ferme.

21. NEZ event results

All competitors shall be included in the result list but only drivers from NEZ countries can receive Championship points.

In case where at least two drivers or more stop on track in the first lap during final the results between them will be decided according to the order from the starting grid. If at any other lap then according to the positions what was register crossing the finish line in the previous lap.

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 Championship classes 85, 125, 250, 650, and Xtreme: All A-finals

Support classes: Mini All participants. Xtreme Junior, Senior all A-final

NEZ Championship medals will be given in the national prize giving ceremony.

23. NEZ final results

The final points shall be calculated with following method:

All events counts

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. Driver's place in the last arranged event.
3. Driver's place in the second last arranged event.

24. Penalties

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

INFRINGEMENT	PENALTY
01 Entry of a car that does not comply with the Regulations	Start refused
02 Absence of valid Licences	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 an crosskart identity book	Decision of the stewards
06 Car failing to conform to the Safety measures	Decision of the stewards
07 Late arrival at the start position in the starting grid	Start refused after 2 min
08 Absence of the identification marks affixed by the scrutineers	Disqualification from the race
09 Failure to respect instructions given by the flag signals	Decision of the clerk of the course
10 Driver's equipment failing to conform to the safety measures	Decision of the stewards
11 Infringement of the Parc Fermé rules	Disqualification from the race
12 Any deliberate or reckless contact between Drivers/cars after the finish	Decision of the clerk of the course
13 Incorrect use of engines Defined in Technical regulations	Disqualification from the race
14 Competitor or Driver not attending the drivers briefing	Fine of €100
15 Use of fuel or tyres other than those prescribed for the technical regulations	Disqualification from the race

16 Failure to respect the speed limit in the paddock defined	The stewards reserve the right to impose penalty
17 "Unsportsmanlike" behaviour during a race	Warning as a minimum The stewards reserve the right to impose another penalty

24.1

Protests shall be made in accordance with the Competition Regulations. All protests must be made in writing and handed to the clerk of the course or his assistant, or in their absence any of the stewards of the Competition, together with the required protest fee. Protest fee is 300€. Protests time concerning the preliminary heats is 10min and the finals it must be done within 30 min after preliminary result publication on official notice board. If the protest is confirmed by the decision of the stewards fee will be returned.

If drivers is not satisfied about decisions from raised protest he must appeal to organizing ASN. The appeal procedure and fee is described in local ASN sporting code.

No reimbursement is paid for the reassembly of components during a technical inspection. If the decision about a technical inspection is based on a protest from a co-competitor, and no fault is found, the reassembly is paid by the person that issued the protest. The cost cannot be more than the price for the work to be performed by a certified auto repair shop.

In case of protest the competitor is responsible for any costs for transport of the car if the inspection is to be performed at a later time.

If there is a problem found during the analysis of fuel the cost for the analysis is paid by the competitor.

24.2

Time penalties and refusing the start for late arrival in the pre-grid area/starting grid are not susceptible to appeal.