



**Crosskart North European Championship Competition  
regulations 2023**

**Red text = new text for 2023**

**NEZ Crosskart Competition Regulation  
Part A Competition Rules**

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## A. Competition rules Crosskart, CK

This section describes rules and routines for a competitor, and it is competitors responsibility to follow:

- The competition rules section A and B
- The Technical Regulation of Championship
- The Supplementary regulations for each event and additional rules which might be included

### CK 1.0 Generally

All the participating NEZ Championship parties (ASNs, organizers, Competitors, Drivers, circuits) undertake to apply and observe the rules governing the Championship, hosting country ASN rules and of the FIA International Sporting Code and its Appendices.

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. **NEZ championship can be run together with national competition and additional rules can be stated in each competition supplementary regulations, but basic principles to run competition must be followed.**

Participation in NEZ Championship demand using start number assigned from the [www.nez-crosskart.eu](http://www.nez-crosskart.eu)

NEZ Crosskart Commission has the right to give organizers exception from these regulations

### CK 1.1 Car classes

Class	Age
<b>MINI</b>	From the year one turns 6 years old and up to 11 years old Mini is only a show class and no result may be given.
<b>85cc</b>	From the year one turns 8 up to 13 years old (NEZ Championship)
<b>125cc</b>	From the year one turns 11 up to 16 years old (NEZ Championship)
<b>250cc</b>	From the year one turns 14 years old (NEZ Championship)
<b>650cc</b>	From the year one turns 15 years old (NEZ Championship)
<b>50+</b>	From the year one turns 50 years old (NEZ Cup)
<b>Xtreme</b>	From the year one turns 16 years old (NEZ Championship)
<b>Xtreme junior</b>	From the year one turns 12up to 16 years old (NEZ Championship)

### CK 1.2 Advertising

#### CK 1.2.1 Advertising on a racing vehicle. The right to advertising space.

The advertising space:

- The maximum space 300x300mm can be used on the right and left side of the body for organizer advertising.

Event organizer must announce in supplementary regulations that they will use advertising space.

- The competitor has the right to place advertising on the other body surfaces of the competition vehicle.

### **CK 1.3 Competition tracks and total number of events**

<b>Competition forms</b>	<b>Definition</b>
<b>Tracks</b>	A NEZ event shall take place in a closed, permanent circuit, with varying surface
	Track must be under ASN licence.
	The NEZ Championship is run over a minimum of 2 (two) and a maximum of 4 (four) Competitions. Each Competition will have the status of a full international Competition. Double event can be organized during one weekend.

### **CK 1.4 License**

All drivers competing in the NEZ championship or Cup must have a valid license from their ASN

### **CK. 2.0 Registration**

All drivers must register at least 14 days before competition.

The Supplementary regulations and registration of each competition will be available at <http://www.nez-crosskart.eu/>

### **CK 2.1 Driver's responsibility**

Participate in a competition for which he/she has registered and may only be absent in cases of force majeure.

List of registered drivers will be published <http://www.nez-crosskart.eu/>

Registration online according to the supplementary regulation for each event.

The registration is mandatory but can be withdrawn before the end of the registration period.

If registration that is not withdrawn on time competitor has an obligation to pay participation fee to the organizer, if it is not done competitor is not allowed to start in next competition and competitor ASN crosskart commission is informed.

### **CK 2.2 Registration of competition vehicles.**

The competition vehicle must be registered in the class to which the car belongs according to the technical regulations

The specified information requested on the registration form must be filled in carefully.

Only one frame per driver may be entered in each competition.

### **CK 2.3 Cancelled or postponed competition**

The NEZ commission together with the organizer decides if the competition must be moved, cancelled or shortened after the supplementary regulations has been published.

Notification of a cancelled event, moved or shortened competition must be notified to those who are registered for competition as soon as possible and shall also be published on [www.nez-crosskart.eu](http://www.nez-crosskart.eu)

#### **CK 2.4 Starting fee**

**Recommended starting fee Mini = 50 Euro**

**Recommended starting fee 85, 125, 250 and 650, Veteran, Xtreme Junior and Xtreme 150 Euro**

#### **CK 3.0 ADMINISTRATIVE CHECK-IN**

Before you come to a competition, you must always make online registration <http://www.nez-crosskart.eu/> Date of open and close online registration is set in supplementary regulations of each competition.

Competition starts as soon as administrative check-in is started.

Upon administrative check-in:

During the initial administrative checking and scrutineering, which will take place on the dates and at the locations specified in the Supplementary Regulations, each Driver and each Competitor must have all required documents and information available. Necessary competition documents are presented by competitor licence, driver license, insurance, payment etc. In case of young drivers till age 18 a valid competitors license must be presented.

The competitors may be asked to submit a mechanic notification form for their accompanying mechanic at administrative check-in. As proof that all documents are correct and inspected, the registration form must be signed at administrative check in. After completing administrative check-in you are subject to the applicable competition rules.

#### **CK 4.0 Scrutineering**

After administrative check-in, the competition vehicle must undergo a safety inspection.

The inspection can take place at a fixed facility or at competitor's tent.

The competitor certifies with his signature on the inspection report that the competition vehicle, during the entire competition, meets the rules that apply to this class.

#### **CK 4.1 Technical control during the race**

Technical control, Scrutineering after finals and random checks during the competition are performed and suggested by chief of scrutineering and approved by stewards.

to ensure that the participant fulfil the technical regulations. The chief of scrutineering is the one to make the decision of a technical inspection and the results shall be documented and approved by stewards.

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 and inform the stewards.

If the inspection is performed, following a protest the inspection shall only be on the points mentioned in protest 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 to the parts which are inspected these parts can be sealed for later inspection. Final inspection for these parts or sealed parts can not be performed later than 2 weeks before official championship final results published.

The competitor is obligated to invite and provide necessary personnel and tools that are needed to remove the parts during the inspection. The competitor and the competitor's mechanic are allowed to participate 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.

Chief of scrutineering decides if further actions are needed. If a competitor does not follow the decision about a technical inspection the driver can be disqualified from the race by the decision of stewards. Concerning the drivers safety equipment chief of scrutineer makes detail report and reports to stewards for final decision.

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

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

\*Speed control shall not be done downhill

\*Speed control shall be done in the driving direction +/- maximum 10 degrees

\*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 too high

\*Speed radar gun indicator show km/h without decimals.

\*Speed radar gun maximum deviation is +/- 1,6 km/h. The deviation is included in the max speed 80km/h in class 85 and 60km/h in class Mini.

GPS Speed Control system is allowed according to each country national technical regulations. Type of Control during competition GPS or Radar must be specified in event supplementary regulations.

\* If speed is too high, driver representative must be informed and further decisions or penalties can be made by Clerk of the course of stewards.

### **CK 5.0 Weighing**

Only scrutineers and officials (and drivers of the cars that are being weighed) have the right to be in the inspection area. No intervention of any type is allowed unless it is authorized by the proper official. The weight may be checked at each race. Cars will be selected at random to be weighed by the Chief Scrutineer.

If a car is not capable of reaching the inspection area for own machine, it will be placed under supervision of a Scrutineer who can take the car to the inspection area for checking the weight. No solid, liquid, gas or other substance or matter of any nature whatsoever may be added to, placed on or removed from the car after it has been selected for weighing or has finished the race or during the weighing procedure.

Procedure after race. The scale will be placed in the inspection area or in Parc Fermé. Cars will be selected at random to be weighed via a signal from the Chief Scrutineer.

Penalty for a breach of the weight regulation. Failure to follow directives given by officials to weigh a car/driver or failure to follow weight rules upon completion of a race will result in the driver being excluded from that race. The exception is if the Chief Scrutineer can determine that the failure resulted from an accident on the track during the course of the race.

If a driver damages equipment during an inspection after a race, that driver will be excluded from the results.

If a driver at any point damages the scales intentionally or through negligence, that driver will, on demand, pay the costs of necessary reparations or for replacement scales. The driver will not be allowed to participate in the championships until the entire sum has been paid.

### **CK 6.0 Drivers meeting**

Driver's meeting is mandatory and is held before practice.

The driver's meeting should be performed by the Race Director or Clerk of the course .

At least one competitor's liaison officer (CLO) must be present at the meeting.

Chief Steward or one of the stewards must be present at drivers meeting.

The time and place of the meeting must be stated in the competition supplementary regulations or during administrative check in

During driver's meeting competitors must be informed about:

Presentation of organizer

Competition classes, total number of drivers, driving order, time schedule

Track and paddock security issues

Start procedure

Priority alternative tracks and how far the priority applies.

Starting grid and behaviour during the start

How many laps does the show class run

Where parc fermé is located.

Other matters of competition

### **CK 7.0 Running of competition**

Maximum 3 (three) qualifications and maximum of A, B, C, D, E final(s) are run in each competition. Qualification rounds shall be minimum 4 laps or 3 km. The finals shall be 2 laps longer than the qualification heats. By the decision of stewards competition may be shortened the number of laps due to safety reasons, example bad weather emergency situations, run late.

- All starts is carried out with a standing start according published starting positions. All of the starting positions on the starting grid must be clearly marked.

- Mini does not run finals, instead of finals an extra qualification heat is run.

- Clerk of the course decides whether the mini class start is given with a flag or start light.

- In each qualifying Heat and Final, one of the laps must be the Joker Lap (does not apply to mini). The penalty for Drivers who take it more than once will be decided by the stewards.

- The nature of the track determines who has priority (the alternative or the regular track), this must be announced at the driver's meeting.

- Qualifying heats are run with max 6 cars.

- Finals are run with max 9 cars.

- In the finals B, C, D, E the best 2 finishers are allowed to start in the next final.

At situation when 4 or less competitors are in one class the classes can be combined with another nearest class. The qualification heats are run together. The Finals shall be arranged separate in all classes. 250cc, 650cc and Veteran can drive together.

In each competition driver can only participate in one class.

### **CK 7.1 Free Practice**

The Free practice is not mandatory, but due to safety reasons it is strongly suggested to drive free practice. The free practice can be run two times of 2x2 laps or one time 1x3 laps, format of free practice will be in supplementary regulations, or if changes information is given in drivers briefing and informed by the race director or clerk of the course in communication with organizer. In case of two (2) day event race director or clerk of the course in communication with organizer may choose free practice on the second day.

The free practice is run by each class separate, but in case of small number of participants in some class it can be combined and run together with closest class. Suggested format: Mini, 85cc, 125cc, Xtreme junior, 250cc, 650cc, 50+, Xtreme. Mini must run always separate.

### **CK 7.2 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. Computer setup for all 3 qualification rounds shall be made and published for the drivers at least 30 minutes before start of first qualification heat. The sequence must be chosen randomly by NEZ EXCEL program. There is not allowed to choose other position than the one given from the published official start lists. 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 meters

distance between the rows) and 6 lines (minimum 2 meters between the lines). The position in the lines is 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.

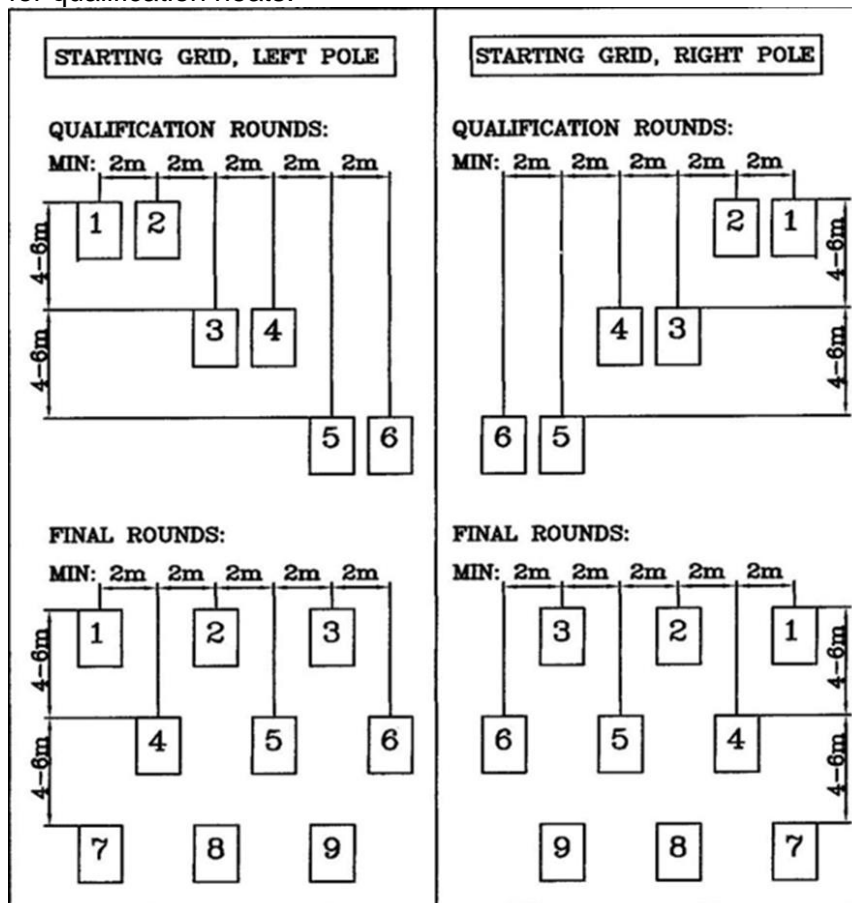
Qualification heats: until 6 crosskarts in 3 rows. In the front row line 1 - 2 is used, second row 3 - 4 and in the third row 5 - 6 start grid positions. Drivers will start once in each row during the 3 rounds.

Finals: 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 start grid positions.

### CK 7.3 Qualification heats and Final starting grid

The side of the pole-position is depending on if the first corner is to the left or right according to the homologation of the circuit. Starting grid according to the drawing to the right (reversed when first corner is to the left). All 3 heats are drawn so that you always stand once in each line for qualification heats.



### CK 7.4 Qualification to the finals

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. Top 7 qualifiers after 3 qualification heats are qualified for A final.



There is not allowed to choose other position than the one given from the published official start 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.

<b>Finals are run</b>	<b>If Number of contestants</b>
A finals	minimum 2 competitors
B finals	minimum 13 competitors
C finals	minimum 20 competitors
D finals	minimum 27 competitors
E finals	minimum 34 competitors

### **CK 7.5 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 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 redlamp 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.

### **CK 7.6 Assistants**

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

### **CK 7.7 Stop at 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 a lap. After that the car must leave the circuit and the driver has not finished the heat.

#### **CK 7.8 False start**

False start each car is individually monitored. False start is when the car moves forward from the prescribed position after 5 sec/Ready to Race signal is given. Control of false start shall be with the aid of fact officials or photocells or similar false start system.

Drivers who do False start in qualification heats / finals will take Joker Lap x2 times.

Any other Driver who makes 2nd or more false start on the same qualification heat or final is excluded from that race.

If the joker is faster, then the driver who makes the false start will not take a joker at all.

#### **CK 7.9 Red flag leading to restart**

Should it become necessary to stop a race due to the track being blocked by an accident, false start or because weather or other conditions make it dangerous to continue, the clerk of the course or the race director will order a red flag/signal to be shown at all marshal posts, as well as at the finish line. The decision to stop a race can only be made by the clerk of the course (in his absence the deputy clerk of the course) or the race director. This red flag indicates that Drivers must immediately cease racing and proceed slowly to the starting grid or other place as directed by the marshals. Driver causing a red flag and drivers who stopped before the red flag cannot join the restart. Decision is made of the race director, clerk of the course or steward and can not be protested.

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 repairs 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.

At the moment when restart is announced any driver who cannot take restart in two-minutes time due to technical reasons, will be denied taking the restart.

At the restart all drivers will return to their original starting position.

Re-runs will be permitted only:

- when a red flag has been shown during a race
- when the end-of-race signal is displayed inadvertently or otherwise before the leading car completes the scheduled number of laps.

All other incidents will be treated as force majeure.

The race will be restarted over the full distance.

Driver(s) who according to the race director or clerk of the course caused the red flag will not be permitted to take the restart.

If a driver in a race causes a re-run by crowding, obstruction or reckless driving, the driver concerned may be excluded, at the discretion of the stewards

The race director or clerk of the course is entitled to assess whether a heat or final will be re-run even after the end-of-race signal is shown, whether it is caused by a race technical mistake.

#### **CK 7.10 Engine stop or stop on track**

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.

In the 650cc, Xtreme and Xtreme junior class, it is allowed to restart the competition vehicle from the driver's compartment and continue the heat.

Officials are not allowed to give starting help to get started again if you are stuck or stopped.

#### **CK 7.11 Communication**

All wireless communication between drivers/competition vehicles and the pit/competition area, and related equipment, is prohibited during training and competition.

If any wireless equipment (including telephones) is detected during the check, the driver can be excluded from the competition.

#### **CK 7.12 Start numbers**

Start numbers are collected here: [www.nez-crosskart.eu](http://www.nez-crosskart.eu)

#### **CK 7.13 Flags/Light signals**

The organizer can also use light signals on the course.

Then the light signals must be in such a way that the driver can see.

Using light signals organizer must ensure fast rescue team access to the track, it is highly recommended that at least one marshal is per marshal post.

#### **CK 7.14 Parc fermé**

Parc Fermé is a closed car park guarded by an official where no unauthorized persons are allowed to stay. Immediately after finishing the A-final, the driver must drive to Parc fermé. Competitors must leave the area immediately. The car, helmet, gloves, neck protection must stay in the Parc fermé for at least 30 minutes after the preliminary results list is announced and until the stewards decides to open.

It is forbidden to fix anything on the competition vehicle after the finish line or driving to Parc fermé, till when the competition vehicle is placed in Parc fermé. Drivers must be notified when Parc fermé opens. Simpler checks may be carried out by a technical inspector in parc fermé. For major checks, the competition vehicle must be moved to another designated location where the mechanic and driver have access. Cars having not completed the race may be returned to the paddock.

## CK 7.15      **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

## CK 7.16      **Speed in paddock, fire extinguisher**

Maximum permitted speed with competition vehicle in the paddock is walking speed 8km/h  
It is up to each organizer to allow or prohibit the use of bicycles or any other type of vehicles in the paddock.

People with reduced mobility have the right freely use car, electric wheelchair, or other vehicle needed move around the paddock to have access to the track or pits.. However, not his competition vehicle. In the paddock when moving crosskart only the driver or mechanic should sit in the car, no extra person (mechanic or driver) can sit on the vehicle.

Drivers must place an approved fire extinguisher at the entrance to their service area at min. 6 kg per each competition vehicle. Marked and clearly visible.

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.

## CK 7.17      **Competitor behaviour during the race**

A driver during the start procedure must not block other competitor. Starting grid lines must be respected at any time and driver is not allowed to make sharp moves to left or right only in case of avoiding sudden obstacles. Special cones or marks can be placed on track as crossing point or specified area till where move is not allowed for start positions 1 and 2 make line crossing, breach of this rule can lead to disqualification from the heat or final. Only exclusion is drivers who stand far left or far right after start is given line crossing from the starting grid will not be

penalized. The Race Director or Clerk of the course during driver's meeting must explain how long the starting grid is.

During competition drivers can not block overtaking. It is not permitted to intentionally drive into another competitor or push and overtake another vehicle.

Drivers who have crossed the finish line and passed the finish flag must continue to drive at a reduced speed and follow the signs of marshalls, without stopping until the paddock or other place designated by the organizer. Drivers must show respect to other drivers after finish line. During all competition driving is only in the direction of competition- at any time opposite driving is strictly forbidden.

Drivers who have at any reason driven off the track with the entire competition vehicle and must drive back onto the track must give way to the drivers driving the regular track.

Driving on curbs is only permitted with 2 wheels and must be within track limits.

When driver stops by any reason on track, first must give signal to closest marshall post, and after his heat must help to remove competition vehicles before the next heat.

Third tier may change tracks earlier.

### CK 8.0 Penalties

Penalties will be imposed in accordance with Crosskart competition regulations and FIA Sporting Code. Drivers, competitors, or officials can be penalised for breaching the regulations. Even assistants who assist drivers/competitors or officials can be penalised. This is regardless of whether the assistant is a member of a club or not. Assistants, which may be mechanics, managers, coaches, team staff or parents, can be penalised. If the offense of an assistant has affected or might have affected the race outcome, the driver/competitor may also be penalised. The following list of examples is not exhaustive. The stewards have overall authority concerning the penalties imposed.

INFRINGEMENT	Penalty
<b>Parking depot</b>	
Missing fire extinguisher	Penalty fee 50 euro
Use of bicycles and motorized vehicles, such as mopeds and electric vehicles. Similar.	It is up to each country's rules
High speed to and from the racetrack and in the pit In case of gross misconduct	Penalty fee 100 euro  Up to Disqualification from competition
<b>Competition inspection</b>	
Competition The vehicle/personal equipment does not comply with the rules	Denied start
Competition vehicles that do not meet technical requirements during a spot check	Exclusion from heat
Competition vehicles that do not meet the technical requirements during a follow-up inspection	Disqualification from competition Any further punishment
<b>Competition driving</b>	
Late to the starting line-up, 2-minute rule	Denied start in heat
Stuck something under the tires such as stones, sticks, etc. on the launch pad	Denied start in heat
Drivers who first false start in qualifying.	Double joker Laps If the joker is faster no joker Laps
At the second false start in the qualifying round	Exclusion from heat
Rear lamp that does not light up	Minimum black and white flag, up to Denied start
Deliberately driving another's racing vehicle	Exclusion from heat
A driver may not prevent a competitor from overtaking or when re-entering the track	Exclusion from heat

Drivers who first false start in the final	Double joker laps If the joker is faster, no joker laps
At the second false start in the final	Exclusion from final,
Track change outside the specified area	Exclusion from heat
No respect for yellow flags	Exclusion from heat
Obstructed or disturbed another driver when driving on curbs	Exclusion from heat
Repair on startup	Exclusion from heat
More than 1 helpers on restart	Exclusion from heat
More than 1 helper on the pre grid	Exclusion from heat
Not driven alternative track or driven more times than 1	Exclusion from heat
Failure to respect instructions given by the flag signals	Up to Disqualification from competition
<b>Speed</b>	
Incorrect Speed 85cc Qualification	Exclusion from heat
Incorrect Speed 85cc Final	Up to Disqualification from competition
Incorrect speed min in paddock	Reprimand/start ban in the competition
Not leaving all personal equipment in Parc fermé	Up to Disqualification from competition
Fixed something on the race vehicle in Parc fermé	Up to Disqualification from competition

In case of disqualification from the competition, you lose all points in the competition.

### **CK 8.1 Protests and Deadlines during competition**

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 min 300 € or as the respective country has. Protests time concerning the preliminary heats is 15 min 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 steward's fee will be returned.

If drivers are not satisfied about decisions from raised protest, he must appeal to organizing ASN. The appeal procedure and fee are 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.

Deposit money for technical reassembly and inspection is 500€

<b>Protest valid</b>	<b>Delivered at the latest</b>
Competitors' eligibility	One hour before the first competition heat
The length of the competition	One hour before the first competition heat
Delivered at the latest	15 min after the decision
Decision of technical manager	15 minutes after the partial results in the respective competition heats have been established and signed

Error or irregularity during competition	Partial results 15 minutes and final results 30 minutes after the publication of the preliminary results list
Placement in the results list	30 minutes after the publication of the preliminary results list

## CK 9.0 RESULTS

All competitors who completed at least 1 lap in Qualification heat shall be included in the result list and receive Championship points. Championship points receive classes Xtreme junior, 85cc, 125cc, 250cc, 650 cc, 50+, Xtreme For the mini class, the list of results must not appear, but can be written as participated.

Drivers who do not complete heats are placed in the results list according to the number of laps driven. 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. Should two or more drivers have driven the same number of laps, they are placed in the results list in the order they last crossed the finish line.

During the competition

The time keeper or event secretary must prepare preliminary results list during qualification heats and finals and publish them on official notice board.

- When the results are published the publishing time and signature must be stated.
- Preliminary results must published after each qualification heat.
- If arise changes/ protest/ penalties and there is changes the new preliminary results list must be published on official notice board with new publish time and signature

A new protest period against the results list therefore applies.

- When all protest periods have expired, and no one has announced their intention to appeal official result can signed and published. Signed Official results cannot be changed unless a higher instance organizing country ASN court of appeal had discovered serious errors in the handling of the result list.
- If someone within the deadline has announced their intention to appeal about the stewards or any other decision, the competitor must sign the results list and note that it is preliminary with asterix till the moment when appeal is confirmed and decision is made. If appeal is declined no new protest time is published and results are published and confirmed as the final. The same applies if the result from a technical control cannot be completed during the competition.
- It is up to the higher instance/s ASN court of appeal to determine the final list of results in the parts that are preliminary after an appeal.

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

### CK. 9.1 NEZ final results

The final points shall be calculated with following method:

#### All events count.

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.

Mini only participated.

**CK 10.0 Prize Giving**

Drivers participating in prize giving, which takes place directly in connection with the competition, must be wearing driver's overalls.

All drivers in the class MINI and 85cc must have a prize

Other classes minimum places 1-3 suggested all A Final

The prize in mini class must not exceed 10 eur.

Prizes must not consist of money.

No award ceremony in B, C, D, E finals.

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