



FIA NORTH EUROPEAN ZONE
NEZ Council (NC)

NEZ Council - Minutes NC 02/09

2009-10-18, 09.00-12.00
Quality Airport Hotel Arlanda,
Stockholm, Sweden
Host of the meeting: SBF

Attendants Appendix 01/09
:

- § 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 **Organization**
- § 7 **Economy**
- § 8 **NEZ Championships and Cups**
- § 9 **NEZ homepage**
- § 10 **Election of host countries for 2010/2011**
- § 11 **Miscellaneous**
- § 12 **NEZ Council & Commission and Working Group meetings**
- § 13 **End of the meeting**

§ 1 The meeting starts

The Chairman Mr. Håkan Junfors started the meeting by wishing all the attendants a warm welcome to Sweden and the NEZ Council autumn meeting. The meeting carried on with a short presentation of all attendants (see appendix 01/09).

§ 2 Agenda for the meeting

Mr. Håkan Junfors asked if the proposed agenda could be approved.

Decision: The agenda was approved.

§ 3 Approval of minutes from previous meeting

a) NEZ Council meeting in Sweden 29th of March 2009

Mr. Junfors asked if the minutes NC 01/09 could be approved.

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

b) NEZ Council Working Groups telephone meeting, the 7th of September 2009

Mr. Junfors asked if the minutes NCWG 03/09 could be approved.

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

c) NEZ Council Working Groups telephone meeting, the 2nd of October 2009

Mr. Junfors asked if the minutes NCWG 04/09 could be approved.

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

§ 4 FIA matters

The meeting mentioned the election of the new president in FIA the coming week. The main issues for NEZ purpose are the regulations and licenses.

§ 5 Reports from NEZ Sporting Commissions

a) Dragracing

There have not been any activities during the year and there will not be any activities for the next year either.

b) Karting

The NEZ Karting Championship was cancelled as last year but the Commission wishes to continue having NEZ activities. The question is if there will be separate events or not. If the Commission decides to run some activities under the NEZ flag, a draft of regulations must be sent to the NEZ Secretary latest on the 1st of December and be published.

c) Racing

Mr. Marek Kiisa started by informing the meeting that all efforts during the year have been on Formula Renault and believes that it is the class to work with.

Formula Renault

There have been five races held in three different countries during the year and 24 drivers participating. The future seems to be brighter with more cooperation and the gates will also be open to Denmark.

For 2010 stronger classes will be built. Focus will be on old type of cars with lower budget and more interest. The proposal for 2010 is to run three races in Finland, three races in Sweden and one race in Estonia.

Decision: Formula Renault will be a NEZ Championship during 2010.

Formula Ford

15 drivers participated at the races and the best race was in Denmark. There will not be focus on this class for the next year. The proposal for 2010 is to have three races, one event in Finland, one event in Sweden and one event in Denmark. The class will probably be a NEZ Cup.

Formula Baltic

There were two races held during the year, one in Latvia and one in Estonia. 2009 was the last year for this class.

Decision: The class will not be run in 2010.

Formula 3 Cup

It has been a good year and there were three races held during the year. The races were held in Latvia, Finland and Estonia and 11 drivers participated. There will not be focus on this class for the next year.

Decision: F3 will not run under NEZ flag in 2010.

Ferrari Challenge Scandinavia

This class did not work out for 2009 and it is not sure that it will be run during 2010. More information will come in December.

GT Scandinavia

There was one race held in 2009 and five drivers participated at the race. The proposal for 2010 is to race in Finland, Sweden, Estonia and Norway. The commission is actively looking for an alternative class.

Decision: The class will be a Championship for 2010.

Mr. Marek Kiisa further on informed that STCC (the Swedish Touring Car Championship) presented their future plans on the commission meeting on Saturday. There will be cooperation with STCC as far as possible as a close strategy. The future plans of STCC are to run two races in every Nordic country and one or two events under the NEZ flag. In 2010 there will be a Scandinavian Championship together with STCC and DTC.

Mr. Marek Kiisa also presented a new class called Lotus GP which will be a low budget class, close to Ferrari Challenge. The cars can be bought for 30 000 € and the class can hopefully create an interest for the younger drivers and the hobby drivers.

Decision: NEZ will support a CUP for 2010 in Touring cars. Regulations must be set latest at the 1st of December and sent to the NEZ Secretary. If there will be any promotion material it may also be sent to the Secretary and be published on NEZ homepage.

d) Rally

Mr. Janne Rydh informed that it has been a lost year for Rally. Three races have been run, South Swedish Rally and Snapphanerally in Sweden and Siauliai Rally in Lithuania. The race in Latvia was cancelled. The participants were mainly from Sweden but there were also participants from Norway and Denmark.

The commission would like to know what the different ASN and what the Council wants with NEZ Rally and point the Commission into the right direction.

The proposal for 2010 is to run eight events. Four events in the west part of NEZ and four events in the east part of NEZ.

A new class will be added, Junior 2 WD, which must be promoted internally in each country. The junior age will be 25.

Mr. Janne Rydh ended the report by saying that we must work hard to show what we have, for both amateurs and professional drivers.

Decision: There will be a Championship for 2010. The meeting established that regulations must be published latest on the 1st of December.

e) Rallycross

Mr. Jörgen Ring-Andersen reported that there were three races run during the year. The race in Latvia was cancelled because of economical reasons. The regulations for next year will be the same as this year but for 2011 there will be a new set of

regulations. Mr. Andris Berkis added by saying that we need to figure out the strategies for both amateurs and professional drivers for 2010.

Decision: It will be a Championship for 2010 with five events. The events will be run in Estonia, Latvia, Lithuania, Norway and Denmark and will be sent to the Secretary and published latest on the 1st of December.

f) Crosskart

Mr. Andris Berkis informed that it has been a success for 2009. Crosskart works well and the main reasons are increasing numbers of NEZ events and that it runs together with the NEZ Championship. The Crosskart Commission is optimistic and will run three events for 2010.

Mr. Geir Iversen from Norway is the new Chairman of the commission.

Decision: There will be a Championship for 2010.

g) Remaining Sports

Mrs. Vera Bakke Andresen informed about the reports from the different Working Groups.

Eco Run

There have been difficulties with the regulations. There were 11 competitors in Denmark from three countries and seven classes.

Decision: There will not be a Championship for 2010. If the Working Group wants to have a Championship in the future it will be possible to open again.

Auto Navigation

The Working Group is working well and there have been three events in 2009. The event in Norway was cancelled. Totally 33 teams took part of the NEZ Championship 2009. The regulations and confirmed dates for 2010 will be published as soon as possible.

Offroad - Formula

There were quite a few participants for 2009 but the Working Group wants to continue with series of five events in the Championship for 2010. The regulations and calendar were approved.

Offroad – Trophy Raid

The working group is working well and the numbers of participants are high. The countries represented for 2009 were Russia, Lithuania, Estonia and Latvia.

Following three events will be held under 2010:

Lithuania on the 25th – 26th of April

Latvia on the 26th – 27th of June

Estonia on the 29th – 30th of August.

A set of regulations are ready and has been sent to Mrs. Janette Arvidsson. The regulations were approved.

Drifting

Drifting is growing in most of the NEZ countries. If there is anyone interested it would be good to put a contact person from every country in the organization list.

h) Report template

Mr. Andris Berkis had an idea to unify the reports and give more precise information since they look different today. Therefore a report template has been made and the Commissions and Working Groups are required to use the new template for the next year.

Decision: Mrs. Janette Arvidsson will send out a reminder with the template next year when the next reports are to be sent in.

§ 6 Organization

Update of organization plan of members in Council and Commissions

The information in the organization plan was updated and will be presented on NEZ homepage.

§ 7 Economy

Information from the secretary regarding NEZ member fee 2009

Mrs. Janette Arvidsson reported on the present situation regarding payments of NEZ member fee. All countries have paid the member fee.

§ 8 NEZ Championships and Cups

Confirmation of calendar changes (if any)

The regulations and calendars presented were confirmed. All regulations must be set latest at the 1st of December and sent to the NEZ Secretary

§ 9 NEZ homepage

The homepage was discussed at the spring meeting and is now more satisfying. If any information needs to be updated during the year, send information to Mrs. Janette Arvidsson.

Mr. Johan Carlstedt asked every Commission and Working Group to check the results on the homepage to see that they are completed.

Mrs. Janette Arvidsson will update the Championship & Cup Calendar on the homepage.

§ 10 Election of host countries for 2010/2011

The Council proposed that Latvia should be the hosting country for 2010 and Iceland for 2011.

Decision: It was decided to appoint Latvia as the hosting country for 2010.

Decision: It was decided to offer Iceland to be the hosting country 2011. The Council will finalize the decision in the spring meeting whether Iceland will be the host for 2011 or not.

Sweden was appointed to continue with the NEZ Secretariat.

§ 11 Miscellaneous

Mr. Olafur Gudmundsson from Iceland presented the situation of motor sport in Iceland and started by telling that the ASN of Iceland started in 1978 and joined the Nordic cooperation in 1981. They were successful until 2000 but have not been very active in NEZ in the last years. Mr. Olafur Gudmundsson was happy to inform that Iceland is on the track again and he hopes to join the NEZ meetings again.

Mr. Marek Kiisa appointed that we need to cooperate with the ferry lines to make it cheaper for all the NEZ Countries to travel. Mr. Thomas Jansson, the Secretary General of the Swedish ASN, established that Sweden should be able to help negotiating with the ferry lines and try to organize a meeting with Estonia.

Decision: The Council will work to get a good solution in the future, to specify all ferry lines and spread information to all the ASNs.

§ 12 NEZ Council & Commission and Working Group meetings

a) Approval of timetable for spring meetings 2010

A draft of the timetable was presented and the date for the Council spring meeting was approved.

Decision: The meeting will be held in Latvia on the 28th of March and the Commissions will be able to have a meeting on the 27th of March.

The NEZ Council Working Group will have two telephone meetings to prepare the meeting in Latvia, on the 17th of February and on the 2nd of March 2010.

b) Planning of timetable for autumn meetings 2008

The date for the Councils autumn meeting was discussed and the proposal is for the 17th of October and for the Commission meetings on the 16th of October.

Decision: The dates will be confirmed on the spring meeting on the 28th of March.

§ 13 End of the meeting

Mr. Junfors closed the meeting and thanked everyone for attending the meeting and looks forward to have a hopeful season next year.

Minutes

Confirmed

Janette Arvidsson, Secretary

Håkan Junfors, Chairman



FIA NORTH EUROPEAN ZONE

Appendix 01 Participants
NEZ Council meeting (NC 02/09)
Sweden October 18th 2009

List of participants

Name	ASN	Function
Mr. Håkan Junfors	Sweden	NEZ President
Mrs. Anni Andersen	Denmark	NEZ Council
Mr. Priit Palo	Estonia	NEZ Council
Mr. Jani Backman	Finland	NEZ Council
Mr. Olafur Gudmundsson	Iceland	NEZ Council
Mr. Andris Berkis	Latvia	NEZ Council
Mr. Donatas Vecerskis	Lithuania	NEZ Council
Mr. Johan Carlstedt	Sweden	Coming replacer to Håkan Junfors
Mrs. Janette Arvidsson	Sweden	Secretary of NEZ
Mr. Marek Kiisa	Estonia	Chairman of the Racing Commission
Mr. Janne Rydh	Sweden	Chairman of the Rally Commission
Mr. Jan Egil Jenssen	Norway	Member of the Rally Commission
Mr. Jörgen Ring-Andersen	Denmark	Chairman of the Rallycross Commission
Mrs. Laila Tyskeberget	Norway	Member of the Rallycross Commission
Mr. Daniel Nyman	Sweden	Member of the Rallycross Commission
Mr. Jukka Westerback	Finland	Member of the Rallycross Commission
Mrs. Vera Bakke Andresen	Norway	Chairman of Remaining Sports
Mr. Thomas Jansson	Sweden	Secretary General of the Swedish ASN
Mr. Sören Johansson	Sweden	SBF Board



FIA NORTH EUROPEAN ZONE
NEZ Council (NC)

NEZ Council - Minutes NC 01/09

2009-03-29, 09.30-13.00

Scandic Hotel, Upplands Väsby, Sweden

Host of the meeting: SBF

Attendant: Appendix 01/09

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- § 2 **Agenda for the meeting**
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- § 7 **Economy**
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- § 9 **NEZ website**
- § 10 **NEZ General Assembly and Council**
- § 11 **Update of statutes**
- § 12 **Miscellaneous**
- § 13 **Next meeting for NEZ Council (planned date)**
- § 14 **End of the meeting**

§ 1 The meeting starts

The Chairman Mr. Håkan Junfors started the meeting by wishing all the attendants a warm welcome to Sweden and the NEZ Council spring meeting. The meeting carried on with a short presentation of all attendants (see appendix 01/09).

§ 2 Agenda for the meeting

Mr. Junfors asked if the proposed agenda could be approved.

Decision: The agenda was approved with some adjustments.

§ 3 Approval of minutes from previous meeting

a) NEZ Council meeting in Norway 26th of October 2008

Mr. Junfors asked if the minutes NC 02/08 could be approved.

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

b) NEZ Council Working Groups telephone meeting, the 18th of February 2009

Mr. Junfors asked if the minutes NCWG 01/09 could be approved.

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

c) NEZ Council Working Groups telephone meeting, the 6th of March 2009

Mr. Junfors asked if the minutes NCWG 02/09 could be approved.

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

§ 4 FIA matters

Mr. Arild Antonsen informed that Scandinavia previously has been a member of the international Court of Appeal and he raised the question to apply again and asked for interested candidates. He further informed that the deputy of Norway is interested to apply. Mr. Håkan Junfors will ask the president of the Swedish Court of Appeal if we have any deputies interested. The Council agreed to support the Norwegian application to the international Court of Appeal.

§ 5 Reports from NEZ Sporting Commissions

a) Dragracing

There is no activity and it was discussed if there are needs of having a Dragracing commission. Mr. Jani Backman informed that the commission has tried to have some kind of series and that he has proposed to the commission to have single events like karting.

It seems not to be a Championship for Dragracing neither for 2009 nor 2010.

Mr. Jani Backman will contact Mr. Tapio Väljä, the president of the commission, and ask about the future of the commission, and if the president is to be put as an observer under the Remaining sports instead. If there is to be a Championship in the future the Council will reconstruct the commission again.

b) Karting

Mr. Håkan Junfors informed that Mr. Jaakko Markula is the president of the Karting Commission and further on he informed that he was very pleased by him. The Council confirmed the election of Jaakko Markula.

It was told that the regulations were published on www.sbf.se but it seems as they have not been published yet. It was decided that Mr. Jani Backman and Mr. Jaakko Markula will send a copy of the regulations to all Council members and to the Karting commission. The Council wishes to get information from the commission at the Council autumn meeting about which country who will be the host for NEZ Karting Championship for 2010.

Mr. Håkan Junfors continued by hoping that it will be a nice and interesting Championship in Sweden this year.

c) Racing

Mr. Marek Kiisa presented six different classes of which he thought being the best way and also the main goal to join different countries together.

Formula Renault

There will be 3-4 cars presented from Estonia, from Finland and Sweden there will be 10-15 cars.

Formula Ford

The class has an open date for Sweden. If at least ten cars enter, Falkenberg has promised to run Formula Ford the first weekend in July. Finland will have 8-10 cars participating and Denmark will have approximately twenty cars participating.

Formula Baltic

There will be 6-7 cars participating in this class. Finland has also shown interest to join this so called low budget class. The class will be called Formula Historic in the future and will also be open for Formula 3 cars.

Formula 3 Cup

Mr. Jani Backman suggested replacing the race in Russia and instead driving in Riga.

The Council agreed about this being a good suggestion. The date is not established yet but is suggested to be on May 2nd to 3rd.

Ferrari Challenge

The race will be deleted for 2009 since it only will be race in two countries.

GT Scandinavia

This is the most problematic class. There will be 13-15 cars participating.

d) Rally

Mr. Rydh informed about the situation in the Rally commission. Norway, Finland and Sweden have a good championship where the drivers have shown interest to do more and expressed that they want it to be easier to compete abroad. Mr. Janne Rydh is concerned about the NEZ Championship in rally and the commission wants help and guidelines about what to do in the future. Mr. Andris Berkis had an idea about reconsidering going to FIA since he thinks that FIA title cups are more interesting, or to have consultants to help the drivers with information. Since the local drivers compete abroad with previously homologated cars and since NEZ doesn't have many international competitions Mr. Janne Rydh did not think that the commission should involve FIA.

The future has to be discussed in a short of time if it is to be run in a FIA Nordic Cup in one event in NEZ countries, or to make series of 3-4 events. Mr. Janne Rydh will question his colleagues in the Commission and ask them to come to the Council autumn meeting. It will be a question for the Rally Commission to present at the meeting in October.

Decision: For 2009 there will not be a Championship. There will be four events ran under NEZ flag and the organizers will have a separate result list.

e) Rallycross

Mr. Jørgen Ring-Andersen had three matters to report.

- There have been problems with the prize money from Lithuania during 2008. The main was no contact from the organization with the Rallycross Commission, probably because of communication

problems in English. The prize money is handed out nine months after the events.

- There has been a change of regulations of the enter fee, to 80 euro instead of 100 euro and no prize money.
- There is a problem with the calendar. The Swedish Championship in Kalix appears to have the same date as Latvia which might cause serious problems if Scandinavians don't participate in Lithuania or Latvia.

Mr. Håkan Junfors will talk to Mr. Kurt-Lennart Jönsson on SBF and ask if the date is approved yet. An e-mail will be sent out to the Council members with information about the situation.

Mr. Jörgen Ring-Andersen asked if it is possible to read the minutes from the commissions of the different ASN's. It must in any case be done by the member of the Rallycross commission.

f) Remaining Sports Commission

The commission pointed out the problem to publish the regulations on NEZ website.

Eco Run

There has not been a confirmation about the calendar. The working group does not seem to be able to agree about the regulations. Mrs. Anni Andersen will contact the Danish member. The Council will confirm a deadline to the Working group. There will not be a Championship if dates and regulations aren't published on the deadline of 1st of May,

Auto Navigation

Regulations and calendar are confirmed.

Crosskart

Mr. Andris Berkis informed that the Working group has decided to go with four events. Two events will not be run together with rallycross though. The calendar has been made and the dates were proposed by the drivers which should increase the numbers of participations.

The dates for the Crosskart Championship are following:

May 30-31 Sala, Sweden

July 18-19 Latvia

August 8-9 Flisa, Norway

September 19-20 Denmark

Offroad - Formula

The group is working well and the regulations and calendar are confirmed.

Offroad – Trophy Raid

The group is working well and the regulations and calendar are confirmed.

Drifting

Mr. Jani Backman informed about the high interest of drifting. An organization in Finland has been working out a regulation for 2010. Mr. Jani Backman will ask the organization to have the regulations finished for the Council autumn meeting.

Mr. Priit Pallo informed that Estonia will update the organization list with a member from Estonia.

Mr. Marek Kiisa had a question of proposal about linking drifting to racing. He thought it might be good entertainment for the spectators. The question will be discussed during the Council autumn meeting.

Decision: Finland will be responsible for the working group instead of Mrs. Vera Bakke Andresen. Mrs. Vera Bakke Andresen will contact Finland and ask them to update the organization list. The updated names will be sent out to Vera and Mrs. Janette Arvidsson.

Radio Controlled Cars

There is no interest for the moment. If there won't be any interest during this year the group will be dissolved by the commission. Decision will be reported in advance to the Council at the NEZ Council autumn meeting in 2009.

§ 6 Organization

Update of organization plan of members in Council and Commissions

The information in the organization plan was updated and will be presented on the NEZ webpage. Remaining Sports will from now on only consist of Mrs. Vera Bakke Andresen.

§ 7 Economy

Information from the secretary regarding NEZ member fee 2009

Mrs. Arvidsson reported on the present situation regarding payments of NEZ member fee. Until today Denmark, Estonia and Lithuania have paid the fees but payment due is 12th of April.

How to handle postponed questions of economy in commissions

The question was raised by Mr. Janne Rydh.

Decision: If a fee is required for participating in a Championship in NEZ the economy is to be handled by the ASN to which the chairman of the commission belongs.

Negotiation for better prices, with the shipping company Viking Line, for transportation over the Baltic Sea is under process.

§ 8 NEZ Championships and Cups

Confirmation of calendar changes (if any)

There were some small adjustments made which were reported under each commission report.

§ 9 NEZ website

There is dissatisfaction of the website. NEZ has an own website but results and calendar is not being updated as they should. The regulations and calendar for 2009 must be published immediately. There was also expressed a desire for every president of the commissions to login and publish the documents by themselves.

Decision: After the annual meeting (5th of April) of the Swedish ASN, send out information to the Council members if the Swedish ASN will continue to handle the website.

§ 10 NEZ General Assembly and Council

Election of members 2010 and host countries for 2010/2011

Mr. Håkan Junfors announced that he will retire as the president for NEZ Council. He also informed that nomination documents for the General Assembly will be sent to all NEZ ASNs in time before the meeting.

The Council discussed whether Iceland should be the host country for 2010 or not. It was decided for Mr. Håkan Junfors and Mrs. Arvidsson to send an e-mail to Mr. Olafur Gudmundsson on Iceland, to give them opportunity to pay the latest fee and the past fees which they have not paid, latest on April 15. If the fees aren't paid the Council proposed to pass the host to Latvia (as in order). If Latvia will not be able to be the host country, Estonia agreed to be the host country instead.

The nominations to be made for are:

- Chairman of NEZ Council and NEZ Council Working Group
- Chairman of NEZ Sporting Commissions
- Host country for 2010 and 2011
- Secretary holder for two years

Each NEZ ASN is also obliged to appoint:

- Members of NEZ Council
- Members of NEZ Sporting Commissions

§ 11 Update of statutes

Pre-discussion of host and secretary fee

The fees were discussed and will be amended at the General Assembly in the autumn. It was decided for the secretary to prepare changes of the NEZ statutes. Final decision of the changed statutes will be made at the General Assembly.

§ 12 Miscellaneous

Mr. Jani Backman informed about Pirelli Shootout. Qualifications will be on Thursday during Rally Finland. One driver will be nominated by each ASN. The drivers must be under the age of 27. The regulations will be published at end of May.

§ 13 Next meeting for NEZ Council

The plan for the next meeting which also will be the NEZ General Assembly was taken at the meeting in Oslo and the Council confirmed the date to October 17-18.

§ 14 End of meeting

Mr. Junfors closed the meeting and thanked everyone for the meeting.

Minutes

Confirmed

Janette Arvidsson, Secretary

Håkan Junfors, Chairman



FIA NORTH EUROPEAN ZONE
NEZ Council Working Group (NCWG)

MINUTES 03 - 2009

7th of September 2009

Telephone meeting

Attendant: Mr. Håkan Junfors, Sweden, Chairman
Mr. Arild Antonsen, Norway
Mrs. Vera Bakke Andresen, Norway
Mr. Andris Berkis, Latvia
Mr. Johan Carlstedt, Sweden
Mrs. Janette Arvidsson, Sweden, Secretary

- § 1 Introduction
- § 2 Approval of the agenda
- § 3 Minutes from NEZ-meeting, Sweden, 29th of March 2009
- § 4 Reports from Sporting Commissions (if any)
- § 5 Commission meetings, Sweden, 17th of October 2009
- § 6 NEZ Council meeting and General Assembly, Sweden, 18th of October 2009
- § 7 Other matters
- § 8 Next meeting
- § 9 End of the meeting

§ 1 Introduction

The chairman Mr. Håkan Junfors welcomed all to the third telephone meeting this year. He continued to introduce Mr. Johan Carlstedt who will replace Mr. Håkan Junfors as the Swedish member of the Council when he resigns in October. Further on Mr. Johan Carlstedt introduced himself by telling that he comes from a motor sport family. He has been competing in crosskart, worked within the Rallycross commission in SBF and worked as Clerk of the course and a jury member in Rallycross. Mr. Johan Carlstedt hopes to work together with all NEZ members for many years.

Mr. Andris Berkis was also invited to the telephone meeting since it has been decided that Latvia will be the host country for next year instead of Iceland.

§ 2 Approval of the agenda

The meeting agreed to the proposed agenda.

§ 3 Minutes from NEZ-meeting, Sweden, 29th of March 2009

There were no remarks on the minutes from the NEZ Council meeting in Sweden.

§ 4 Reports from Sporting Commissions (if any)

Mr. Jörgen Ring-Andersen has sent in the report for the Rallycross commission where it was reported that because of financial reasons and low interest the first event in Latvia was cancelled and the second event in Lithuania had few participators.

Mr. Andris Berkis commented that the commission should prepare an updated and more detailed report after the next event for the Council to look into in Stockholm. It was also requested to have more detailed reports from the different commissions to analyse what impact the economy have on the sport. Trophy Raid Working Group has sent in their report where they announce that FIA NEZ CUP status is cancelled for "Veppski forest" (2009 third stage) since the event has not been registered according to RAF regulations.

Mrs. Vera Bakke Andresen reported that the Remaining Sports will send in their report latest on the 1st of October.

Mrs. Janette Arvidsson will send another reminder to all the Commissions and ask them to send the commission reports in time before the next NCWG telephone meeting.

§ 5 Commission meetings, Sweden, 17th of October 2009

The Rallycross and Rally commission has reported to have a meeting before the NEZ Council meeting. No other commissions have yet reported to have a meeting.

§ 6 NEZ Council meeting and General Assembly, Sweden, 18th of October 2009

Nominations to the General Assembly have been received from everyone except Denmark and Iceland. Mrs. Janette Arvidsson will send a reminder to Denmark about the nomination.

Mrs. Janette Arvidsson informed that the meetings will take place at Quality Airport Hotel Arlanda, Arlandstad (close to the airport of Stockholm) and that there will be a dinner for Saturday evening.

It was set that the Council will have their pre-meeting on Saturday at 17.00.

The Commissions will be able to start their meetings on Saturday at 14.00. The General Assembly meeting will be held after the Council meeting on Sunday, approximately after lunch.

No agenda has been set yet. Last day for items to the agenda is on the 24th of September.

The invitation to the NEZ Council meeting and General Assembly will be sent out by Mrs. Janette Arvidsson.

§ 7 Other matters

Mrs. Janette Arvidsson informed that Mr. Donatas Vecerskis is back as the Lithuanian representative in NEZ.

§ 8 Next meeting

The next telephone-meeting for NCWG will preliminary be held on the 2nd of October 2009, 09.00 CET.

The next meeting will be the NEZ Council meeting and General Assembly in Sweden on the 18th of October.

§ 9 End of the meeting

Mr. Håkan Junfors thanked all for attending the meeting and looks forward to the next meeting.

Minutes

Confirmed

Janette Arvidsson, Secretary

Håkan Junfors, Chairman



FIA NORTH EUROPEAN ZONE
NEZ Council Working Group (NCWG)

MINUTES 04 - 2009

2nd of October 2009

Telephone meeting

Attendant: Mr. Arild Antonsen, Norway
Mrs. Vera Bakke Andresen, Norway
Mr. Andris Berkis, Latvia
Mr. Johan Carlstedt, Sweden
Mrs. Janette Arvidsson, Sweden, Secretary

Not attended: Mr. Håkan Junfors, Sweden, Chairman

- § 1 Introduction
- § 2 Approval of the agenda
- § 3 Minutes from NCWG-meeting, 7th of September 2009
- § 4 Report from Sporting Commissions
- § 5 Commission meetings, Sweden 17th of October 2009
- § 6 NEZ Touring Car Championship
- § 7 Proposals for president to NEZ Council & Working Group
- § 8 Agenda for NEZ Council meeting, Sweden, 18th of October 2009
- § 9 Agenda for NEZ General Assembly meeting, Sweden, 18th of October 2009
- § 10 Other matters
- § 11 Next meeting
- § 12 End of the meeting

§ 1 Introduction

Mrs. Janette Arvidsson welcomed all to the fourth telephone meeting this year.
Mr. Håkan Junfors wasn't able to attend the meeting.

§ 2 Approval of the agenda

The meeting agreed to the proposed agenda.

§ 3 Minutes from NCWG-meeting, 7th of September 2009

There were no remarks on the minutes from the last NCWG telephone meeting.

§ 4 Report from Sporting Commissions

Mr. Andris Berkis informed about his proposal for how the Commissions reports should be issued. The suggestion is to make a general brief for the reports including information about the events, numbers of drivers, numbers of drivers by countries, positive and negative issues and proposals for the next year. This should provide more valuable info regarding sporting processes in different disciplines of NEZ.

Everyone at the meeting agreed that it is a good suggestion.

Decision: Mrs. Janette Arvidsson will send an email to the Commissions and ask them to prepare a new report with the requested information to send in before the Council meeting if possible.

a) Dragracing

Has not had any activities regarding NEZ Championship and at the moment they do not seem to have any activities for the next year either.

b) Racing

The report showed the different classes followed by the races that have been held during the year and the number of participants. The report are also show proposals for the events for 2010.

c) Rally

The commission reported that it seems like the NEZ Rally Events has low status with low interest from most of the countries to participate and is under economic crises.

d) Rallycross

The report was discussed at the previous telephone-meeting but the commission needs to send in a new report since there have been several events since the last report.

e) Crosskart

Mr. Andris Berkis established that Crosskart together with Rallycross is the sport that properly works in NEZ and everything is fine at the moment.

The NEZ Crosskart Championship 2009 was held in three events in Norway, Sweden and Denmark. The numbers of participants has increased from 30 to 79 compared to 2008.

f) Remaining Sports

No reports yet.

§ 5 Commission meetings, Sweden 17th of October 2009

There will be a meeting for the Rallycross commission, the Rally commission and Crosskart Working Group. There is no reservation for any other commissions.

Mr. Johan Carlstedt reported that the Racing Commission might have a meeting but will check if that is correct and will come back with information latest on Monday the 5th of October. Mr. Andris Berkis said that it is important for the Racing commission to have a meeting in Stockholm.

§ 6 NEZ Touring Car Championship

Mr. Johan Carlstedt reported that Sweden and Denmark are working together to get a Scandinavian Championship in NEZ. The plans are to start small and hopefully get bigger with several countries included.

Mr. Andris Berkis commented by saying that Latvia will support everything in racing that will get Latvia into the racing system. He also said that he can come with good proposals and develop the sport in Latvia. The condition for expanding over the sea is that the ferry prices must be good. Mr. Andris Berkis will contact the Ferry Companies to see if it is possible to make a good deal with them.

§ 7 Proposals for president to NEZ Council & Working Group

Proposals have been received.

§ 8 Agenda for NEZ Council meeting, Sweden, 18th of October 2009

The proposed agenda was approved.

The Council pre-meeting on Saturday 17th of October will be closed. The Council meeting on Sunday is open for everyone.

§ 9 Agenda for NEZ General Assembly meeting, Sweden, 18th of October 2009

The agenda was discussed and approved.

§ 10 Other matters

There were no other matters.

§ 11 Next meeting

The next meeting will be the NEZ Council meeting and General Assembly meeting in Sweden on the 18th of October.

The next telephone-meeting for NCWG is not established yet but will probably be in the beginning of 2010.

§ 12 End of the meeting

Mrs. Janette Arvidsson thanked everybody for attending the meeting.

Minutes

Confirmed

Janette Arvidsson, Secretary

Johan Carlstedt

Från: tapio.valja@fhra.fi

Skickat: den 17 september 2009 12:39

Till: Janette Arvidsson

Ämne: Re: REMINDER! Presidents of NEZ Sporting Commissions

Hi Janette,

for Drag Racing, we have had no activities regarding NEZ Championship. And at the moment we have no activities for next year either.

Regards,

Tapio Väljä
NEZ Drag Racing.

NEZ KARTING COMMISSION REPORT

As unfortunately everybody know, that last years NEZ Karting Championship Race was cancelled and also this happened also this year.

When this year 2009 started we all had very big hopes and when Swedish ASN together with Uddevalla Organizer promised to make efforts to make that NEZ Championship Race possible, we all were having clearly positive feelings. NEZ Karting Committee have not had Meetings, but those items in preparation of that coming Championship Race were made by e-mails. The Organizer in Uddevalla and Mr Bo Sörensson (Swedish Member in NEZ Karting Committee) were very active in all preparations.

I'm sending details of reasons for cancellation by sending that letter from the Uddevalla Organizer to you. I can do only when I'm home on Wednesday evening.

For Future in NEZ Championship in Karting: I'm personally still believing in that instead of moving back to History (to Nordic Championship).

I'm quite sure that the whole NEZ Community is willing to keep NEZ Championships alive... What are those means and tools in Karting? This question is also very relevant if we for some strange reason are moving back to the old Nordic Championship. We are now in very difficult economical situation... Where families and teams are driving less competitions... And same time there are available more attractive international races... The NEW WORLD CHAMPIONSHIP (for Junior Drivers) and The ACADEMY. And these both are going to be run with clearly lower costs with strong technical limitations and restrictions. For me it is vital important for each ASN to keep their own Championship strong and alive with international classes, for National Trophies and Cups we can use lower national classes with such technical regulations also other NEZ ASN:s can apply. I think that this is a clear line, which is giving also answers to those future questions about NEZ Championship classes. Those coming new restricted CIK-FIA classes are also a big opportunity.

Writing something more on Wednesday when sending those emails from Uddevalla Organizer and Mr Sörensson.

Best regards

Jaakko Markula

I am sorry to inform you that we have been forced to take the decision to cancel the 2009 NEZ Karting Championships due to too low number of nominated participants. At the closure of entries today, only 42 drivers were entered. For the two major classes only 19 and 12 drivers respectively were entered.

The decision was supported by the chairman of the Swedish Karting Committée, Thomas Dahlgren.

The Uddevalla Karting Klubb will inform ASNs, drivers and teams about the decision.

I will report to all NEZ Karting Committée members during this week.

I take this opportunity to express my deep sympathy with the club in Uddevalla, which has done everything possible in order to pull off a perfect championship.

I regret this failure, but I am confident that the NEZ Karting Committée can come up with a new concept which will be more appealing to drivers in the NEZ zone.

Bo Sörensson

Swedish delegate for the NEZ Karting Committée

Dear colleagues in NEZ Karting Committee,

I regret that I have to inform you that we have been forced to cancel the since long planned 2009 NEZ Karting Championships in Uddevalla Sweden, scheduled for August 7 - 9.

All ASNs and all drivers and teams have been informed by the karting club in Uddevalla.

The reason for the cancellation is that we received too few participants. Last Monday, July 13th, was the closing day for entries and on this day we had only received the following entries:

KF2	4 entries
KF3	19 entries
KZ2	12 entries
Rotax Max	7 entries

Proper entries have been received from the following countries:

Denmark	6 entries
Norway drivers)	12 entries (but not all were confirmed by the nominated
Finland	13 drivers
Sweden	3 drivers

In addition to these entries which have passed the respective ASNs, we have got two entries from Russia and Estonia through Ward Racing.

From a financial point of view the minimum number of drivers required for a break even is 85 drivers. From a sporting point of view I think that all drivers expect full starting fields in order to make the Championships interesting.

To sum up: we have now been forced to cancel two NEZ championships in a row, 2008 and 2009. In order to make it very simple to attend the 2009 NEZ Championship we accepted national licenses, but this was evidently not enough to attract participants. It must be the task for the NEZ Karting Committee to work out a new concept for the NEZ Championships, a concept that can make the NEZ Championship an event that all drivers in NEZ would like to take part in.

Regards

Bo Sörensson

Swedish delegate to the NEZ Karting Committee

-----Ursprungligt meddelande-----

Från: Marek Kiisa [<mailto:marek@astrec.ee>]

Skickat: den 30 september 2009 17:45

Till: 'Jani Backman'; Janette Arvidsson

Ämne: Here comes the corrected version NEZ Racing Commission report

THE REPORT

Formula Renault 2.0 Scandinavia

It has been good year for Formula Renault 2.0 in our region and thanks to Finnish - Swedish initiative with 24 participants during the races.

In 2009 5 races were held in 3 different countries:

16-17.05. Finland (Ahvenisto)

27-28.06 Estonia (Pärnu)

11-12.07 Sweden (Falkenberg)

10.09/12-13.09 Sweden (Knutstorp)

Totally 24 drivers participated at the races

In 2010 there is a proposal for 3+3+1 races:

3 races in Finland

3 races in Sweden

1 race in Estonia

Strategy must follow totally Renault Sport Technical Regulations year by year with bringing in THE NEW CAR IN 2011 or 2012.

NEZ Formula Ford

In 2009 3 race was held:

13-14.06. Finland (Alastaro)

29-30.08. Sweden (Falkenberg)

20-21.09. Denmark (Paddok Park)

Totally 15 drivers participated at the races

In 2010 there is a proposal for 1+1+1 races:

1 races in Finland

1 races in Sweden

1 race in Denmark

NEZ Formula Baltic

In 2009 2 races were held:

02.05 Latvia (Riga)

27-28.06 Estonia (Pärnu)

In 2010 the class could be changed to NEZ Formula 2000 and 3 races are proposed in Estonia, Latvia, Lithuania.

The idea is to change the technical regulations towards other countries historic rules.

NEZ Formula 3 Cup

It has been a good year for Formula 3 in our region.

In 2009 3 races were held in 3 different countries:

02.05. Latvia (Riga)

13-14.06 Finland (Alastaro)

28-29.06 Estonia (Pärnu)

Totally 11 drivers participated at the races

In 2010 there is a proposal for 1+1+1 races:

1 race in Latvia

1 race in Finland

1 race in Estonia

We would appreciate if we could include Russia in 2010 years calendar.

Ferrari Challenge Scandinavia

In 2010 we are open for discussions.

NEZ GT Scandinavia

It has been the worst year for NEZ GT Scandinavia in our region due to the downturn in the economy-

In 2009 1 race was held in:

29.08 Estonia (Pärnu)

Totally 5 drivers participated at the race

In 2010 there is a proposal for 1+1+1+1 races:

1 race in Finland

1 race in Sweden

1 race in Estonia

1 race in Norway

Hope that the class will recover.



2009-10-08

2009 has been a lost year from NEZ Rally point of view. Economic crises plus low, various interest from different countries means that events has been driven but the NEZ-flag is not waiving. The events in Sweden had some foreign drivers. But in total the NEZ Rally events has low status meaning that it is not of common interest from all or even most countries to take part in activities.

EVENTS

The events counting for NEZ-championship 2009 was:

1. South Swedish Rally
Sweden, Ljungby 15-16.05.2009
2. Rally Kurzeme Latvia, Liepaja 03-04.07.2009
3. Siauliai Rally
Lithuania, Siauliai 10-11.07.2009
4. AM-Tryck Snapphanerally
Sweden, Hässleholm 14-15.08.2009

DRIVERS

In South Swedish Rally there was 20 drivers in NEZ class. Besides all swedes, 4 drivers from Norway and 2 from Denmark competed.

In Hässleholm it was 18 drivers in total, 2 drivers from Norway and 2 from Denmark.

From the events in Latvia and Lithuania I have no report, can't find information on Internet. I do not think that many competitors from other countries took part.

POSITIVE

Drivers taking part are positive and hopes that NEZ-rally will expand, they understand the idea of looking outside the border of their homecountry.

NEGATIVE

Everybody is waiting. Waiting for somebody else to do something that makes it better, more interesting, something that everybody is looking forward to. Economy problem for many people, stronger national championships, each ASN working hard and harder with those championships and no written idea from the ASN:s or NEZ what to achieve makes the situation.

PROPOSAL

My idea is to develop NEZ-rally from the bottom. Make each country to arrange at least one event where some common NEZ-”rules” are used so that competitors from other countries knows which events that they should look for if they want to go somewhere else. These events shall be published on the NEZ homepage together with information about people to contact.

This proposal is not discussed yet, we will see what we can achieve when we meet in Stockholm.

Best regards

Janne Rydh
Chairman NEZ Rally commission.

5. October 2009

To NEZ Council meeting October 2009

NEZ RALLYCROSS Commission report

NEZ Rallycross championship 2009 calendar

Event	Circuit	Date	Number of		
			Drivers	Countries	TV
NEZ RC 1	Latvia/Ropazzi	18/19. July	(cancelled because of economical reasons)		
NEZ RC 1	Lithuania/Vilkyciai	25/26 July	27	4	-
NEZ RC 2	Norway/Momarken	12/13. September	72	6	Yes
NEZ RC 3	Denmark/Nysum	19/20. September	106*	7	Yes

*The event in Nysum was also the final in NEZ Crosskart with 26 CK drivers.

The economical crises especially in the Baltic countries made it very difficult to organize a new event in Latvia. The RC Commission made a deadline of July 1. to find a new place and organizer, but unfortunately without luck.

The commission has received observer's reports from the jury in the 3 events in 2009, and the report was send to the organizers so they can improve the events in the future. But all events were well organized and with only small things there has to be better next time.

The number of drivers in the Lithuanian event was not satisfying and there must be some improvements to get more drivers, because a championship with 27 drivers in 4 divisions are not worthy of inclusion in the NEZ Championship.

So in 2010 we must try to improve the championship. Maybe with an East and a West Cup instead, because it seems impossible to have championships with the Baltic see in the middle. We have tried this in 5 years without progress. Only very few driver are participating in all events, but many driver from neighbor countries are coming to the events.

Maybe the year 2010 is the time for innovation.

Jørgen Ring-Andersen
Chairman NEZ Rallycross Commission

**REPORT OF NEZ RALLYCROSS COMMISSION'S
CROSSKART WORKING GROUP 2009
(CK WG)**

1. Events:

- 1.1. NEZ Crosskart Championship 2009 was held in 3 events (initially there were 4 but Latvian event was canceled due to financial reasons) in Norway, Sweden and Denmark.
- 1.2. All events had very good weather condition.
- 1.3. Among organizers the event in Sweden was the best while Denmark was affected by a missing CK person which made some small misunderstandings. Still generally all 3 events were carried through in a good way.

2. Participants:

- 2.1. Total number of participants of championships had increased from 30 to 79 (!!!) compared to 2008.
- 2.2. Norway was represented by 36 drivers, Sweden 35, Denmark 5, Russia 2 and Latvia 1.
- 2.3. There were 51 drivers in events in Norway and Sweden, but 25 in Denmark. The lower number in Denmark is caused by a lower number of drivers locally and the fact that national regulations in Denmark are far from NEZ. High travel cost by boat for abroad drivers is another reason.
- 2.4. Numbers of drivers in NEZ had increased from all countries, except Latvia and Estonia. Main reason – influence of economical environment of countries to motorsports. If the Latvian event would be held, the drivers from LAT would be interested to continue to participate in the NEZ.
- 2.5. We believe the main reason for increase of numbers of participants is the fact that Sweden introduced NEZ regulations and, the most important - NEZ tires into their national regulations from 2009.
- 2.6. Also very important factor was combination of events with national championship events in Norway and Sweden.
- 2.7. 3 events instead of 4 also should be considered as positive factor for increase of drivers.

3. Positive issues:

- 3.1. All 3 events were held in good quality and good conditions;

- 3.2. Numbers of participants in all 3 classes.
- 3.3. Numbers of countries represented in the championship – Norway, Denmark, Sweden, Latvia, Russia – 5 nations; thus NEZ CK provides proper spirit of NEZ idea;
- 3.4. Norway became the best nation with 2 gold, 1 silver and 3 bronze medal, Sweden 1 gold and 1 silver, Denmark 1 silver.
- 3.5. It was expected that there would be a lower number of participation from Denmark caused by fact that knobby that are widely used in Denmark became prohibited in NEZ from 2009. But even so 5 drivers participated, two of them in all 3 events.

4. Negative issues:

- 4.1. Cancellation of Latvian event; it was caused by financial problems of organizer and directly related to overall situation in the country. It affected numbers of participants and involvement of Estonian drivers into NEZ of 2009.

5. Notes for 2010

About next year's events we recommend continue the model from this year - NEZ CK Championship should be held in 3 events. NEZ CK bases the large group of drivers in Norway and Sweden. That means there should held single CK events in both of those countries every year. Single event means – without combination with rally cross. It should be run on this way because numbers of drivers will be too high for events together with rally cross. We expect the number of drivers to increase already next year. The third event should be divided between a Baltic country and Denmark every second year. If it is necessary it can be run together with Rallycross as long as the number of local drivers there are as low as now.

Report from Remaining Sports Commission – October 2009

The reports from the Working Groups are following to this report. Eco Run, Auto Navigation, Formula Off Road and Trophy Raid are WG that are working well, although there sometimes takes some afford to agree on things. I solely depend on their work, and can just support when there are questions of general matters regarding regulations (for example regarding ISR etc).

The Challenge for Remaining Sport is still Drifting. Finland said they maybe could lead a WG regarding this, and I was supposed to send a contact person from Norway. Unfortunately we haven't been able to find the right person for this and nothing has been done. This can only be better.

With kind regards from
NEZ Remaining Sports Commission
Vera Bakke Andresen
Chairman

REPORT OF NEZ REMAINING SPORTS COMMISSION'S

TROPHY-RAID WORKING GROUP 2009

(TR WG)

1. Events:

- 1.1. NEZ 4x4 CUP in Trophy-raids 2009 was held in 3 events (initially there were 4 but Russian event was canceled due to unsolved legal reasons) in Lithuania, Estonia and Latvia (will take place in 24-25.10).
- 1.2. All events had very good organization and had no remarkable failures in organization.

2. Participants:

- 2.1. Total number of participants of cup first two events had been 107 crews in first two events in four categories if comparing to 2008 competition 4x4 Championship the numbers are almost the same, which is a good result in these times
- 2.2. Countries represented in year 2009 are Lithuania – 34, Estonia – 51, Russia – 4, Latvia – 18, for the last event drivers from Finland has approved their presence.
- 2.3. There are quite big number of drivers from EST and LIT (mainly because of the events been held in the countries) Number of Latvian participants will increase after the stage in Latvia, unfortunately number of Russian participants are quite low, Finland is being introduced back to the international after some time.
- 2.4. All the events are combined with national championships and event in Lithuania was also national championship of Latvia.

3. Positive issues:

- 3.1. First 2 events were held in good quality and with no remarkable failures;
- 3.2. All 4 categories are represented in all events with at least 10 participants in each.
- 3.3. Numbers of countries represented in the championship – Lithuania, Estonia, Latvia, Russia, Finland – 5 nations
- 3.4. First Event in Lithuania was combined with national championship and also Latvian championship and it increased number of drivers for the event, these practices will be set to next year and NEZ events in Latvia, Lithuania and Estonia will also be national championship events for all the countries.
- 3.5. We have started negotiation with Trophy raid organization in Finland to introduce more Finish drivers and may be even an event in Finland in further years.

4. Negative issues:

- 4.1. Cancellation of Russian event was caused some unsolved legal issues and in the result number of Russian drivers is quite low, but we are in negotiation process with Russian representatives to solve all the obstacles to involve more Russian drivers in to further seasons.

5. Notes for 2010

Next year we would recommend to transform FIA NEZ CUP in to the championship as five nations are presented in the events, the number of drivers are expected about 100 in four categories or event more as every event held in Latvia, Lithuania and Estonia will also be combined with national championship events for all the countries. We must continue negotiation with Finland to introduce them in to NEZ events as there are lot of national drivers in Finland and national Technical regulations are almost the same as for NEZ events. Continue negotiation with Russian representatives to increase involvement of Russian drivers in NEZ events.

Report from NEZ-Autonavigation Working Group 2009

1: Events

The season was planned to include the following events:

Denmark, Herlufmagle, 23th of May.

Finland, Heinola, 29th of August.

Sweden, Hovmantorp, 26th of September.

No event in Norway.

The three events were arranged as planned, and were well-made, and there was a good atmosphere between the drivers. The results were fair due to the regulations in the actual country and due to the NEZ-regulations.

2: Drivers/teams

(In Autonavigation there are two persons in every car/team)

Totally 33 teams had participated in one or more events in the series. Besides this, there had been a lot of local drivers in the events, participating in classes not counting to NEZ.

NEZ-teams from:

Finland	11 teams
Sweden	10 teams
Denmark	11 teams
Norway	1 team

The final results:

Gold	Harald Søndergaard	Jan Søndergaard	Denmark
Silver	Kenneth Lannermo	Ulf Andersson	Sweden
Bronze	Jari Ojanperä	Riku Rousku	Sweden

On <http://www.saunalahti.fi/~mamial/nez/sarjapisteet.html> there is a complete list over the result for 2009.

Positive – negative issues

The series had been running as it was expected. Autonavigation is not a sport with many spectators and publicity, so the important thing is that the route is planned in a correct way. The teams expect a high standard of the routes, and they got what they expected.

Proposals for next year

There had been two main issues to deal with in the working group.

A Finnish driver was entering the series on a Swedish license, and got some possible advantage participate in the foreign class of the Finnish event. The regulations for 2010 is change, so you can't "change country" during a NEZ-carrier.

The other issue was initiated by the Norwegian situation. No event is made in Norway in 2010, and it is not optimal running a series in 3 events with the current regulation. A lot of solution was discussed, and it was not possible to get consensus. The result is therefore based on a majority decision (Denmark and Sweden), and the system will run in 2010 and evaluated after the season for eventual changes in 2011.

The main point in the system is: Every country makes a double event (Friday and Saturday). 6 events, 4 of them count for every team, maximum one from home country.

The final version of the 2010 regulations and confirmed dates for the 2010 events will be published as soon as possible.

Final information

The 2010-calender is not complete in the moment. All the dates are preliminary:

Denmark	28 th -29 th of May	Holstebro/Silkeborg
Finland	3 rd -4 th of September	??/Forssa
Sweden	24 th -25 th of September	Ljungby/Ljungby
Norway	No event	

At last, I'll say thank you to the members of the Working Group for there efforts during 2009. There has been an open and free dialog and a positive atmosphere in the group, and I look forward to work with the same persons in 2010.

Vildbjerg, 5th of October
Jan Søndergaard

**REPORT OF NEZ REMAINING SPORTS COMMISSION'S
FORMULA OFFROAD WORKING GROUP 2009
(FOWG)**

1. Events:

- 1.1. The first ever NEZ Formula Offroad Championship 2009 was held as one single event in Denmark June 13th and 14th under good weather conditions.

2. Participants:

- 2.1. Total number of participants was 18, but we expected a minimum of 26.
- 2.2. Norway was represented by 9 drivers, Iceland 5, Denmark 3 and Finland 1.
- 2.3. Drivers that were expected to participate mentioned the financial situation as the reason for not coming to this event.

3. Positive issues:

- 3.1. The event was held in good quality and under good conditions
- 3.2. Number of participants equally divided into the 2 classes; Modified and Unlimited.

4. Negative issues:

- 4.1. No Swedish drivers participated in the event.

5. Notes for 2010

For the last 10 years an unofficial Nordic Cup has been held by the drivers' association FOFF. We are taking this cup up to NEZ level and will introduce a NEZ Championship 2010 with events in all Nordic countries. At this time no other country has taken part in Formula Offroad. The number of participants is expected to be from 20 to 30 in each event.

Report from Eco Run Working Group.

Year 2008 in FIA NEZ EcoRun Championship covered competitions in Denmark, Finland and Norway. The serious intention to have one more in Estonia in 2008 did not realize. Mr Kari Tornivaara, our new national EcoRun contact person, has promised to make some efforts to involve Estonia in 2009, if that is a mutual wish.

After the last NEZ EcoRun in Bodö last September all members of EcoRun Working Group wanted to change 2009 regulations so that we shall skip EU/EEC consumption as a result factor. That has been an issue for at least a year or so, and that has been very important for the Danish to abolish EEC factor. We also wanted to make more simple regulations to be easy to read and understand.

In Finland we started our national work for 2009 regulations in June 2008 and a serious draft saw the daylight in October. In November we had agreed our national 2009 ER regulations. The English version of our regulations was delivered to Norwegians and Danish members and NEZ organization. The regulations received positive feedback from Norway, which made some alterations to result calculation principles. With those changes it serves as a basis for Norwegian national regulations, too.

Denmark has been working for their comments and suggestions, but negotiations have not taken place, yet.

We have two choices: To prepare general NEZ regulations or to run EcoRun NEZ events using national regulations in each country. Finns and Norwegian could agree on the Norwegian regulations to be basis for general NEZ regulations. The second choice is to rely on national regulations in each country. Then we just make results comparable from each competition to make up Championship points.

The next move expected is from our Danish friends. Maybe we are able to tell you more about EcoRun 2009 before your Stockholm meeting.

It seems that there will be four or five Finnish teams to participate NEZ EcoRun Championship.

Jaakko Riikonen
Chairman of FIA NEZ EcoRun Working Group



REPORT – Sporting Commission and Working Group

Name of the Sporting Commission / Working Group:

1. Events – please describe

1.1 Quality:

1.2 NEZ Symbols:

1.3 Promotion:

1.4 Spectators:

1.5 Other matters:

2. Participants

2.1 Number of drivers:

2.2 Number of drivers by countries:

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

Sent in by / date

ORGANIZATION

WORKING GROUP
COUNCIL

SPORTING COMMISSIONS

DRAGRACING
KARTING
RACING
RALLY
RALLYCROSS
REMAINING SPORTS

SPORTING WORKING GROUPS

Auto Navigation
Crosskart
Drifting
Eco Run
Offroad
Trophy Raid
Radio-operated Model Automobiles

APPOINTED BY FIA NEZ GENERAL ASSEMBLY

Stockholm, Sweden the 29th of March 2009

Updated:	2009-03-29
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FIA North European Zone (NEZ)

Composition of NEZ Council



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NEZ COUNCIL (NC)

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Telephone	+7 495 917 34 82; 917 39 70	

Meeting plan for 2009

18 feb	NCWG telephone-meeting
3 mar	NCWG telephone-meeting
29 mar	NC, Stockholm - Sweden
27 aug	NCWG telephone-meeting
16 sep	NCWG telephone-meeting
18 oct	NC, Stockholm - Sweden

Meeting plan for 2010

NCWG telephone-meeting
NCWG telephone-meeting
NC
NCWG telephone-meeting
NCWG telephone-meeting
NC + GA

FIA North European Zone (NEZ)

Composition of NEZ Sporting Commissions



NEZ Dragracing Commission

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Member	Mr. Leif Torndal	Denmark
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NEZ Council meeting in Latvia 28th of March 2010

DRAFT!

TIMETABLE - NEZ COUNCIL MEETING

Sun Oct 18th Timetable for Spring meetings 2010 approved by NC

Thu Jan 14th Request of report to each Chairman of NEZ Commissions and ask for information if any of the Commissions plan to have a meeting on the 27th of March. (S)

Fri Feb 5th Reminder to Chairman of NEZ Sporting Commissions. (S)

Thu Feb 11th Last day for answers from NEZ Sporting Commissions.

Fri Feb 12th Agenda and appendix sent out for the NCWGs first telephone-spring meeting -10. (S)

Wed Feb 17th Invitation for attending the meeting on March 28th sent out to NEZ-countries. (S)

Wed Feb 17th NCWG Telephone meeting 1/2010. (S) (09.00 CET)

Tue Feb 23rd Draft minutes from NCWG 1/2010 ready.

Thu Feb 25th Last day for answers from ASN's.

Fri Feb 26th Agenda and appendix sent out for the NCWG second telephone-spring meeting -10. (S)

Tue Mar 2nd NCWG Telephone meeting 2/2010. (S) (09.00 CET)

Mon Mar 8th Draft minutes from NCWG 2/2010 ready.

Thu Mar 11th Last day for items to the agenda for the NEZ Council meeting in Sweden.

Fri Mar 19th Documents sent out for the NEZ Council meeting in Sweden. (S)

Sat Mar 27th NEZ Sporting Commissions Meetings in Latvia. (if any)

Sun Mar 28th NEZ Council Meeting in Latvia.

Mon April 19th Minutes ready. (latest)

Items which are over lined have already been carried out.

NCWG = NEZ Council Working Group
(S) = To be done by Secretary



2010 NEZ FORMULA OFFROAD 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 – Formula Offroad Working group**

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. General prescriptions:

1.1 Definition:

Formula Offroad is a form of motorsport where 4wd vehicles compete in precision driving through steep hills and extreme terrain. Each event must include a minimum of 6 tracks; the actual number to be listed in the supplementary regulations.

1.2 Championship:

These regulations prescribe the NEZ (**N**orth **E**uropean **Z**one) Formula Offroad Championship 2010 organization, procedure and order of judge, requests for participants and prescriptions for Championship classification.

Any questions 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.

Any supplementary regulations will be announced by dated and numbered bulletins and will be sent by post and e-mail to all the participating countries.

The official language for all briefings and information is **English**.

2. Participants, entries:

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

Participation is however limited; drivers that competed in last year's Championship will have priority in the first competition. Drivers with points in this Championship will have priority throughout the season. Any open places will be filled after decision by the **FOWG** in collaboration with the national ASNs. Foreign participant will be prioritized.

Individual entries must be sent to the **FOWG** through own countries representative and to the organizer no later than 20 days before event.

Entries will be limited to a maximum of **36** participants in each event.

To be awarded with cup points in a class; no less than 5 participants must have entered this class in the actual event

Organizer is free to cancel if less than **20** drivers have entered within the time limit. Notice of cancellation must be sent to all that have entered, no later than 14 days before the event should have taken place.

Entry fee for each driver is **50 €** in each Championship event and should be paid in cash during administrative checking

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:

The NEZ Formula Offroad Championship 2010 is open to vehicles in classes; **Modified** and **Unlimited**. A driver may only participate in one class with one vehicle in each event. Two drivers may participate with the same vehicle in an event, in the same class or different classes if the vehicle is technically approved for both classes.

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

Competition numbers are regulated by **FOWG** in accordance to the results from last year's NEZ Championship. New drivers will be given numbers by the **FOWG** after receiving the entry form.

During the Championship **between events**, competitor may freely replace the vehicle. If changing classes, driver may not combine points obtained in different classes.

Additional fee of **100 €** has to be paid by a competitor who refuses to carry the organizer's sponsor's advertising.

4. Date and time of events, program:

The NEZ Formula Offroad Championship will be held over 5 weekends, including a total of 10 events.

NEZ #1/2	Iceland	May 22 nd and 23 rd
NEZ #3/4	Denmark	June 12 th and 13 th
NEZ #5/6	Finland	August 7 th and 8 th
NEZ #7/8	Norway	September 4 th and 5 th
NEZ #9/10	Sweden	September 18 th and 19 th

Organizer must publish invitations on the internet and send a copy to all **FOWG** members no later than 30 days before the event.

The NEZ Championship can be held together with a national event, but this is not recommended if many participants are expected.

Entry list must be sent by mail to all participants and members of the **FOWG** no later than 10 days before the event.

Friday evening is recommended used for: Registration of participants, administrative checking and scrutinizing (technical inspection)

Suggested timetable for the race day:

08:00	Official stewards and drivers briefing
09:30	Practice – 30 minutes
10:45	Line up
11:00	Official opening
17:30	Prize giving ceremony

Entry list and 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 three Stewards. The Chairman of Stewards is appointed by the organizers ASN. The **FOWG** designates the two other members; one of these must have a nationality different from the Chairman.

The cost for the Stewards must be paid by the organizer. 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:

- Chief 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 5 km/hour (walking speed).

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

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; all driving should be in one direction.

This area should be available to the drivers throughout the competition.

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 for 30 minutes. 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 not 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.

The first 8 drivers in each class will be awarded with cup points as follows:

1st - 10 points, 2nd - 8 points, 3rd - 6 points, 4th - 5 points,
5th - 4 points, 6th - 3 points, 7th - 2 points, 8th - 1 point

When counting total points in the cup, only the 8 best results for a driver will be counted. If the number of races is reduced due to cancellations, all races will be counted in if 8 or fewer races are completed.

If two or more participants end the cup with equal points, the one that have most 1st places, 2nd places and so on wins. If they are still equal, the one with best result in the last race, 2nd last and so on comes first.

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 or SFI
- Fire proof balaclava
- Fire proof gloves
- Fire proof shoes
- Full face helmet approved by FIA 8860-2004, Snell SA2000, Snell SA2005, SFI 31.1A, SFI 31.2A or BS6658-85 type A/FR certified for automotive racing use. (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 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:

Each event must include at least 6 different tracks; one or more can be timed tracks. 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.

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: 100 – 200 – 250 – 300 - 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).

9.3 **Timed track:**

A timed track should be passable for all drivers.

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, there must be three stopwatches and the meantime between the three will 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 out of a hat/bowl at the drivers briefing. If two drivers compete with the same vehicle, only one will draw and the other placed so that half of the starting field will separate them.

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.

This enrolment must be clarified before the starting sequence is drawn.

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 do 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 | -60 points |
| ➤ Drives with only one wheel within/on the gate marking | -100 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
- 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 -100 points.

Point deduction for the 300 gate is 50% or 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.

10.1.1 Approved vehicles, MODIFIED:

All vehicles must have two axles and four wheel drive.
Shape of the body must resemble a mass produced vehicle.
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.
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 equal to "Multipaddle" and "Padla Trak" is 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.

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. It cannot be installed in 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 one-piece and 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.

Diesel, Bio Diesel, E85, Gasoline and Racing-gasoline is allowed.

Lead substitute and Octane booster is allowed. All other fuel additives are banned.

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

10.9.1 **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.

10.9.1 Nitrous Oxide - continued:

- 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.
- A fuel pressure safety switch must be installed to disable the system if fuel pressure to system drops below 5psi for carburetor systems and 30 psi for fuel injected systems.
- 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.

10.9.2 **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 3 nozzles towards the engine and 2 nozzles in the driver compartment.

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 110dB 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 6mm thick steel plate. 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 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.
- No steering brake system is allowed.

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:**

Shape of the body must resemble a mass produced vehicle.

Length of body must at least cover the wheelbase of the vehicle. Hood, side body panels, front and rear fenders must be installed and resemble the original vehicle.

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.

10.19 Driver's seat - continued:

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 10 cm between the top of the driver's helmet and the roll cage/roof plate.

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.

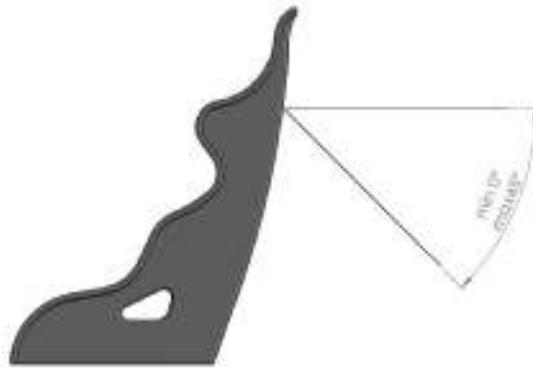
Shoulder straps must be installed in line with the drivers shoulder or lower such that the angle between the back of the seat and shoulder straps is between 45 and 90 degrees.

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.

10.21 Seatbelts - continued:



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:

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