

NEZ – North European Zone



Regulations 2008 Appendix 3: Revision History

North European EcoRun Championship

Version 5.0 revision 3
Date 2007-10-31
Status Final

Revision history

(from 4.0. revision 3, dated 2006-10-20, onwards):

Version 5.0 revision 1 (2007-10-10) carries following changes:

7 Entry list

Old: The official entry list will be published by the Internet on the websites here under and sent to the competitors by E-mail or...

Inquiries about entries and starting numbers can be made via the links at the following websites:

- www.eco-rally.dk Denmark
- www.al-jyvaskyla.fi and ecorun.fi Finland
- www.klubbinfo.no/knabodo Norway
- Swedish website T.B.A. later

New: The official entry list will be published by the Internet on the websites mentioned in the event regulations and sent to the competitors by E-mail or...

10 Description of the route

Old: The total length of the route is normally about 300-1000 km and...

Prior to the scrutineering a possibility for "Halda check" (at least 3000 metres) will be arranged for the competitors.

New: The total length of the route is normally about 300-500 +/- 50 km and...

Prior to the scrutineering a possibility for "Halda check" (at least 3000 metres) will be arranged for the competitors. It can be part of the fuel shake route.

11 Competition material

The title has been changed into plural form “Competition materials”

Old:

3. Time cards. A representative of the organisers will enter the markings concerning times of passing a control, first and final filling and other competition performances onto the card. Competitor himself is not allowed to make any markings, corrections, or alterations on the card – **with one exception**: at an unmanned passage control the competitor **must** write on the time card the sign information at the post. The time card must remain onboard the vehicle for the duration of the competition unless the organiser orders it otherwise. Losing the card or altering the markings on it will result in disqualification.
4. Scrutineering form.
- ...

The route book, time card and roadmap will be given to the competitor at the EcoRun office, at least one hour before the start.

New:

3. Time card(s). A representative of the organisers will enter the markings concerning time controls, first and final filling and other competition performances onto the card. Competitor himself is not allowed to make any markings, corrections, or alterations on the card. The time card must remain onboard the vehicle for the duration of the competition unless the organiser orders it otherwise. Losing the card or altering the markings on it will result in disqualification.
4. Route Control card(s). Competitors themselves and representatives of the organisers will enter the markings concerning passing a control on route control card. At an unmanned passage control the competitor **must** write on the route card the sign information at the post. The route card must remain onboard the vehicle for the duration of the competition unless the organiser orders it otherwise. Losing the card or altering the earlier made markings on it will result in penalties or disqualification.
5. Scrutineering form.
- ...

The route book, time card, route control card and roadmap will be given to the competitor at the EcoRun office, at least one hour before the start.

12.2 Traffic regulations

Old: Road speed limits are to be followed. The maximum speeds quoted in the road book are speeds effective at the time the road book was compiled and may therefore have been changed since.

A recorded infringement of the speed limit will result in a penalty:

Exceeding more than 5 km/h over the limit => 3 % fuel addition

more than 10 km/h 6 % => fuel addition

more than 20 km/h => the vehicle will be excluded from the event.

The competitor is notified in writing at the result office after the race of an infringement of the speed limit.

Each yield sign (major road ahead, give way) marked in the road book with STOP means compulsory stopping. The duration of the stopping in these places, as well as in places marked on the terrain with a compulsory stopping sign, will have to be clear and obvious. The organisers observe the respect of this compulsory stopping.

Each non-stopping will cause the penalty of 5 % on fuel consumption.

Passing a divisional island (traffic divider) on the wrong side or crossing lane marking (lane divider), will cause the penalty of 10 % on fuel consumption.

Passing a red traffic light will cause the penalty of 10 % on fuel consumption.

Missing a passing control post will cause the penalty of 15 % on fuel consumption.

Other traffic rule violations stated by the organisers will be penalised by a 3 % fuel addition each.

The addition is made to the total fuel consumption during the competition.

New: Road speed limits are to be followed. The maximum speeds quoted in the road book are speeds effective at the time the road book was compiled and may therefore have been changed since. A recorded infringement of the speed limit will result in a penalty or exclusion from the event. The competitor is notified in writing at the result office after the race of an infringement of the speed limit.

Each yield sign (major road ahead, give way) marked in the road book with STOP means compulsory stopping. The duration of the stopping in these places, as well as in places marked on the terrain with a compulsory stopping sign, will have to be clear and obvious. The organisers observe the respect of this compulsory stopping.

Other traffic rule violations stated by the organisers will also be penalised.

The addition is made to the total fuel consumption during the competition. Detailed penalties are described in chapter 17 Penalties and calculation of the results.

13.1 Start and finish

Old: The time is entered in hours and full minutes 00:00-24:00.

New: The time is entered in hours and full minutes 00:00-24:00. Time control Finish is entry free.

13.4 Time controls (TC) and passage controls

Title has been changed to include term route controls

Old: The location of a public time control is indicated on the map and in the road book. Competition car, in which both drivers must be seated, may arrive at the control from the direction presupposed by the route one minute before its target check-in time. The competitors are allowed to see the time on the official clock of the control post.

The check-in time is taken at the moment the time card is presented. The time is entered onto the time card and the control post records hours and full minutes.

If an error has occurred with the time entry, the control marshal or his associates must be immediately notified, in writing if necessary.

Starting time from time control is arrival time + one minute. If two competitors arrive at the time control at the same minute, the control post will give those different starting times.

Competitor is obliged to wait for this starting time at control area. Too early start from control area = 2 % fuel addition.

The competitor himself is responsible for calculating his target check-in time for each control post on the basis of the driving time indicated on the time card.

Too late check-ins are penalised by a fuel addition of 1 %, per each minute or fraction of a minute. Too early check-ins are penalised by a fuel addition of 2 %, per each minute or fraction of a minute.

...

In addition, in the competition there are passage controls and other controls in previously unannounced locations. At a manned passage control, the competitor must stop at the control post sign and present his time card. At an unmanned passage control the competitor must write on the time card the sign information at the post. If the passage controls use some other system, that will be informed at the EcoRun office.

A missing passage control entry or entering the time control from the wrong direction will result in 15 % fuel addition per missing stamp.

New: The location of a public time control is indicated on the map and in the road book. Competition car, in which both drivers must be seated, may arrive at the control from the direction presupposed by the route one minute before its target check-in time. The competitors are allowed to see the time on the official clock of the control post.

The competitor himself is responsible for calculating his target check-in time for each control post on the basis of the driving time indicated on the time card.

Too late check-ins are penalised by a fuel addition of certain %, per each minute or fraction of a minute. Too early check-ins are penalised by a fuel addition of certain %, per each minute or fraction of a minute.

The check-in time is taken at the moment the time card is presented. The time is entered onto the time card and the control post records hours and full minutes.

If an error has occurred with the time entry, the control marshal or his associates must be immediately notified, in writing if necessary.

Starting time from time control is arrival time + one minute. If two competitors arrive at the time control at the same minute, the control post will give those different starting times.

Competitor is obliged to wait for this starting time at control area. Too early start from control area is penalised.

...

In addition, in the competition there are passage controls (route controls) and other controls in previously unannounced locations. At a manned passage control, the competitor must stop at the control post sign and present his route control card. At an unmanned passage control the competitor must write on the route control card the sign information at the post. If the passage controls use some other system, that will be informed at the EcoRun office.

A missing passage control entry or entering the time control from the wrong direction will result in fuel addition penalty.

15 Fuelling

Old: Classes 1-9 when arriving at the first fuelling the tank must be able to take in minimum 50 % of the vehicle nominal tank capacity.

Fuelling before the start and after the finish will be carried out in three stages as follows:

- 1st filling is done flat on the ground. Tank is filled until the fuel level remains visible. Filler cap is placed on. Filler cap is removed and filling is continued until the tank is full.
- For the 2nd filling the nearest wheel to the filler inlet will be lifted by 15-20 cm. After the 2nd filling the car is driven to the scrutineering. The target is to drive quite a

distance (10-20 kms) and spend considerable time (20-30 minutes) to abolish air locks of the fuel system.

- 3rd filling is done lifted. The competitor and the official will agree when the tank is full in the first filling.
- In order to avoid spilling about 1 litre of fuel will be removed from the tank after filling before the start if possible.
- During the filling it is forbidden to shake the car.
- Pushing the car in the fuelling area is forbidden.
- The position of the car will be the same both in the first and final filling.
- Pump display will be covered during filling. Competitor has the right to check the 0 position of the meter before the filling, as well as the figures after the filling.
- Car's position during the filling, names of the officials, the filled and removed quantities will be marked on the fuelling card. The fuel quantities will be noted with two decimals. The filled and removed quantities will be documented on the marshal's papers as well as onto the time card.
- The final filling is performed in the same way. In the final filling the official decides when tank is full. The same officials from the same pump will carry out filling before the start and after the finish.
- Every competitor pays for the fuel (s)he uses.

New: Classes 1-9 when arriving at the fuelling before the start the tank must be able to take in minimum 10 litres and in maximum 50 % of the vehicle nominal tank capacity.

Filling before the start and after the finish will be carried out as follows:

- The filling will be done in two stages. There will be a maximum time limit of 7 minutes for both of the fillings.
- 1st filling on the ground will be done with fast filling (letting the fuel foam). The filling will stop when the tank seems to be full even if the time limit of 7 minutes has not elapsed.
- After the 1st filling, competitors must drive a fuel-shaking route of about 10-20 kilometers according to the road book. For the route there will be a time limit. This serves as a Halda-check, too.
- After the fuel-shaking route there will be the pre-scrutineering. After the scrutineering cars will be called individually to the tanking field and showed to which pump to fuel for the 2nd time.
- This 2nd fuelling will not start before 35 minutes has elapsed from the start of the 1st filling. The competitor can decide if the car will be filled for the 2nd time on the ground or lifted. No fuel will be removed after filling. Time limit for fuelling is again 7 minutes.

- During the filling it is forbidden to shake the car.
- Pushing the car in the fuelling area is forbidden.
- The position of the car will be the same in the first and second, before the start and after the finish fillings.
- Pump display can be covered during final filling. Competitor has the right to check the 0 position of the meter before the filling, as well as the figures after the filling.
- Car's position during the filling, names of the officials, the filled quantities will be marked on the fuelling card. The fuel quantities will be noted with two decimals. The filled quantities will be documented on the marshal's papers as well as onto the time card.
- The final filling is performed in the same way. In the final filling the official decides when tank is full. The same officials from the same pump will carry out filling before the start and after the finish.
- Every competitor pays for the fuel (s)he uses.

17.4. Calculation of the results

Old:

- | | |
|---|------|
| j) Missing a passage control post – per missing stamp | 15 % |
| l) Filling less than required minimum at the start | 5 % |

New:

- | | |
|---|------|
| j) Missing a passage control (route control) post – per missing stamp | 15 % |
| l) Filling less than required minimum or more than allowed at the start | 5 % |

18 Results

Old:

The total result consists of three elements, which are announced separately:

- Lowest consumption of all competitors (petrol and diesel separately)
- Biggest improvement (in %) to the EU-norm (petrol and diesel separately) of all competitors

- Placement in the class according to the fuel consumed

...

In case that in one event two or more competitors have equal NEZ EcoRun Championship points, they all will count with the same value. The next competitors will not get more points of that reason.

New:

The total result consists of three elements, which are announced separately:

- Lowest consumption of all competitors (petrol and diesel separately)
- Biggest improvement (in %) to the EU-norm (all together) of all competitors
- Placement in the class according to the fuel consumed

...

In case that in one event two or more competitors have equal NEZ EcoRun Championship points, the winner will be the one having better EU improvement figure.

Version 5.0 revision 2 (2007-10-25) carries following changes:

3 Participants

Old:

Both drivers must hold a valid competitor's licence from the member ASN.

New:

Both drivers must hold a valid driver's licence from the member ASN.

5 Team competitions

Old (twice writing error):

:When

New:

When

8 Eligible vehicles

Old:

Vehicles in classes 1-9 compete for the NEZ EcoRun Championship.

For the result calculation the EU norm (mixed) is required. It can be seen on the

registration attest of the vehicle.

If the vehicle's registration attest does not tell the EU norm, the old ECE norms from the last century can be used to calculate figure for the EcoRun competitions.

If registration attest or owner's manual shows three consumption figures (like for urban cycle, 90 and 120 km/h), the used consumption figure will be the average of those three.

If registration attest or owner's manual shows only two consumption figures (like 90 and 120 km/h), the used consumption figure will be the weighted average of those two. The weight for lower speed consumption figure is set to 2. The weight for higher speed consumption figure is set to 1.

New:

Vehicles in classes 1-9 compete for the NEZ EcoRun Championship if they have been registered for the first time 1.1.1998 or later. The older cars can participate but they do not score NEZ points. They can win their classes but without any influence on the EcoRun Championship NEZ points.

For the result calculation the EU norm (mixed) is required. It can be seen on the registration attest of the vehicle. If the vehicle's registration attest does not tell the EU norm, the Certificate of Conformity or COC equivalent information must be sought. It is the 1st drivers' responsibility to acquire official consumption figure. It is organiser responsibility to check that information is reliable and valid for the result calculation.

10 Description of the route

Old:

The total length of the route is normally about 300-500 +/- 50 km and ...

New:

The total length of the route is normally about 300-500 km and ...

13.3 Controls

Old:

If the passage controls are unmanned, the competitors must write the sign information on the time card in the place reserved for it. Old:

New:

If the passage controls are unmanned, the competitors must write the sign information on the route card in the place reserved for it.

Version 5.0 revision 3 (2007-10-31) carries following changes:

2 Championship events

Old:

Championship events will be announced on <http://www.fia-nez.eu>.

New:

Championship events will be announced in the Appendix 1 and updated lists in the internet, both on national sites and <http://www.fia-nez.eu>.

15 Fuelling

Old:

- This 2nd fuelling will not start before 35 minutes has elapsed from the start of the 1st filling. The competitor can decide if the car will be filled for the 2nd time on the ground or lifted. No fuel will be removed after filling. Time limit for fuelling is again 7 minutes.

New:

- This 2nd fuelling will not start before 35 minutes has elapsed from the start of the 1st filling. The competitor can decide if the car will be filled for the 2nd time on the ground or lifted. Time limit for fuelling is again 7 minutes.
- Some fuel will be removed after filling to prevent spilling or leaking. Fuel can be removed when the car has been driven away from the pump.

23 Contact Persons

Old:

The national contact persons act together with ASNs. All proposals for changes in these regulations, national regulations, invitations and results plus all other information have to be sent to all contact persons listed below.

The contact persons pass the information on to own ASN and to the participants of own country.

National contact persons can be found on national sites and on <http://www.fia-nez.eu>.

New:

The national contact persons act together with ASNs. All proposals for changes in these regulations, national regulations, invitations and results plus all other information have to

be sent to all contact persons listed in the Appendix 2 and updated lists in the internet. The contact persons pass the information on to own ASN and to the participants of own country.

National contact persons can be found on national sites and on <http://www.fia-nez.eu>.

24 Chapter I – Road book page models

(Numbering of the article 24 has been changed to 25)

25 Revision history

Old:

(The revision history in the end of Championship regulations has been moved away to form a separate appendix)

New:

24 Revision history

Revision history from the previous year regulations is available in the Appendix 3