

NEZ – North European Zone

Regulations 2009

**North European
EcoRun
Championship**

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1 Championship

These are general regulations for **North European Zone EcoRun Championship**
Short: NEZ EcoRun Championship.

The competition will be organised as an open NEZ EcoRun Championship for Economy Runs, complying with the regulations of ASN, with the present regulations, and with the possible official bulletins issued later by the organisers. In case of any dispute concerning the interpretation of the present regulations the English text will be considered binding. The aim in the competition is to complete the run in variable road and driving conditions with the smallest possible fuel consumption. EcoRun takes place in normal traffic conditions and is driven according to traffic rules and regulations. EcoRun can be nationally called as EcoRally if it is more acceptable.

2 Championship events

The championship events have to be presented by the national contact persons together with the ASN's. The NEZ EcoRun Championship will be in minimum four runs in NEZ area countries. The three best results will be calculated.

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>.

The championship events are carried through according to these general NEZ regulations complying with the regulations of ASN, individual event's regulations and supplementary regulations plus possible official bulletins issued later by the organisers.

The organiser's regulations may pose some difference from the general NEZ regulations, which is due to the national habits, rules and regulations that have to be applied when arranging an EcoRun event in the country concerned. All deviations have to be listed referring to article numbers in general NEZ EcoRun Championship regulations.

Championship events should be run together with the national championship events.

All proposals and information of the championship events have to be sent to the national contact persons and the ASN's. The organizing country has to announce the organiser for the following year's event by October 1st.

3 Participants

The championship is open for all competitors with a valid competition driver's licence from the member ASN of FIA North European Zone.

The championship is open for any person or legal entity; the entrant's licence is not obligatory. Each crew will consist of the 1st driver and co-driver. Both drivers must hold a valid competition driver's licence from the member ASN. The one-shot competitor's licence can be purchased at the EcoRun office.

The 1st driver must hold a driving licence and co-driver must be at least 15 years old. If the co-driver has a driving licence the crew members can take turns as drivers. The 1st driver is considered responsible for the crew during the competition. The championship points will be rewarded to the driver and co-driver according to the entry list.

The championship applies both to the 1st driver and co-driver. The crew members can vary from event to event. The driver and co-driver in a crew have not to be same nationality but then the crew cannot take part in national team competition.

If 1st driver or co-driver is not the owner of the car, they will need a written permission of the owner to use the car.

4 Number of participants

If the organiser wishes to limit the number of participants, under the maximum of national law in the country for the event, foreign participants in championship classes have priority.

5 Team competitions

NEZ championship for national teams is run in the same events as the individual championship. National teams will collect points in all NEZ events and in all classes. The best national result in every class will reward national team points according to the following system:

- If in the class there are cars only from one nation, the nation will get 1 point.
- When two nations are represented in one class, the best nation will get 2 points and the other nation 1 point.
- When three nations are represented in a class, the best nation will get 3 points, the second best 2 points and the third 1 point.
- When four nations are represented in a class, the best nation will get 4 points, the second best 3 points, the third 2 point and the fourth 1 point.... and so on.
- At equal total points, the nation with highest number of competitors in all events will be the winner of NEZ championship for national teams. If this still does not resolve the best nation, nations will be placed equal.

Manufacturers, commercial, club and national teams from classes 1-8 can be entered for the competition. A team consists of 3-5 cars and the results of the best three of them will count. The entry fee is set by the organiser. Point calculation is the same as when calculating individual points.

1. A manufacturer's team must drive the same make.
2. A commercial team's vehicles can be of a different make.
3. Vehicles in club teams may be of different make. The organisers reserve the right to exercise their discretion as to whether a team entered is commercial or noncommercial.
4. National team. Classes 1-8. No entry fee and the team will be formed by the organisers.
5. Each vehicle can participate simultaneously in one manufacturer's team, one commercial team, one club team and one national team.
6. Team entries can be made until the start.

The team entry will have to include:

- The name of the team
- The name and address of the person entering the team and the telephone number during the race
- Competition classes
- The 3-5 vehicles belonging to the team and the names of drivers

6 Entries, entry fee and insurance

6.1 Entry

Entries should be made latest 7 days before the event. The organizers may accept late entries. The exact instructions will be in the event regulations.

The entry to the competition must be made using the entry form, which will have to be properly filled in and arrive at the EcoRun office. E-mail and internet electronic form entries have to be signed at the registration.

A vehicle can be replaced with another before the entry period expires with notice to EcoRun office. After the entry period the vehicle can be replaced only in the same class as

the entry was previously made. The permission for replacement must be requested from the clerk of the course in writing prior to the pre-scrutineering.

One of the drivers can be changed, if the clerk of the course accepts it.

An entry can be withdrawn, if there is an acceptable reason for it. If an entry is withdrawn during the entry period, the entry fee will be refunded in full.

Complying with the regulations a higher (maximum doubled) entry fee for late entries can be charged.

6.2 Entry fee and fuel

The entry fee can be paid at the place of start.

Each competitor pays his fuel at the filling station.

6.3 Insurance

The organiser's third-party liability insurance is included in the ASN competition permit.

Participation in the competition is at each competitor's own responsibility.

7 Entry list

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 1st class mail, if there is no Email address of the crew, to the address given on the entry form, in order to comply with FIA International Sporting Code Chapter IV Article 80 (48 hours).

The seeded NEZ 1st drivers appear on the top of starting list. The seeded 1st drivers are those who have driven at least one foreign NEZ competition during the last two years and those un-seeded who in the current year have reached 1st, 2nd or 3rd place in overall results in NEZ competitions. Seeding will be independent of 2nd driver's previous results.

8 Eligible vehicles

The competition is performed in passenger cars approved for use on public roads, and they will have to comply with the Highway Code of that country where they have been registered. Only cars complying with the following rules are accepted in the competition of the passenger cars:

The vehicles are divided into following classes according to the fuel used and the engine cubic capacity.

CLASSES FUEL ENGINE CUBIC CAPACITY

- 1 petrol 0 - 1200 cm³
- 2 - " - 1201 - 1500 cm³
- 3 - " - 1501 - 1900 cm³
- 4 - " - 1901 - ∞ cm³
- 5 diesel 0 - 1200 cm³
- 6 - " - 1201 - 1500 cm³
- 7 - " - 1501 - 1900 cm³
- 8 - " - 1901 - ∞ cm³

9 experimental vehicles or equivalent (modifications noted in scrutineering)

Hybrid vehicles are classified according to the fuel and combustion engine cubic capacity

Vehicles in classes 1-8 compete for the NEZ EcoRun Championship

9 Official bulletins

The clerk of the course reserves the right to postpone, cancel or interrupt the competition if the circumstances so warrant, and to issue amendments to the regulations, which are necessary for the completion of the competition.

Any amendment will be announced by dated and numbered official bulletin signed by the clerk of the course. These bulletins will be posted on the official notice board.

All official bulletins are established by the stewards and also given directly to the participants, who must acknowledge receipt by signature, unless if this is technically impossible during the course. The panel of stewards will consider all the official bulletins.

10 Description of the route

The total length of the route is normally about 300-500 km and there is a number of halts included in the competition.

The route will be indicated on a route map as well as in the road book. Road book is seen the official description of the route, which is supported by the route map.

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.

The competitor must follow the route according to the itinerary and other requirements imposed by the organisers. The competitor's performance and the way of driving will be observed at public and secret controls along the route.

11 Competition materials

1. Route map - giving the competition route as well as the public controls.

2. Road book - giving the distances between controls, route markings needed for orientation and the speed limits valid at the time of making the road books.

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.

When registering at the EcoRun office the driving licences, competitor's licences and registration attest of the vehicle will be checked. It is possible to purchase a one-shot competitor's licence at the EcoRun office.

At the registration competitors will receive

1. competition numbers and possible competition plate,
2. scrutineering form and
3. possible advertisements.

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 General rules and regulations

12.1 Outside help

Use of outside help is allowed only to move back a vehicle that has come off the road. Outside help can be sought in accidents, as well as for the work assigned and supervised by the organisers.

It is forbidden either to tow or push the vehicle.

Should an accident occur a competitor must immediately help injured person. The time lost can, on basis of a certified written petition, be taken into consideration on the driving time (up to a maximum of 30 minutes).

12.2 Traffic regulations

Each competitor must absolutely obey traffic regulations for the duration of the competition. Take special care in settled areas.

Headlights must be used for the duration of the event all the time the vehicle is moving.

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.

12.3 Road blockages

If the route is blocked for some reason, the competitor must stop and wait for further instructions from the organisers. A temporary road blockage or delay caused by another competitor does not give the right to use a detour or to a driving time deduction.

The organisers reserve the right to exercise their discretion in deciding about the effect of the detour on the distance driven as well as on the driving time.

12.4 Advertising

The organisers may give the competitors advertisements to be affixed on the competition cars prior to the scrutineering. Obligatory:

1. Competition numbers and plates (bonnet, front doors 35 x 35 cm or rear side windows A4)
2. Advertisement (rear wings) 10 x 30 cm
3. Advertisement (front wings) 10 x 30 cm

The competitor can refuse to accept other advertisements proposed by the organisers by paying double entry fee.

The competitor is allowed to attach his own advertisements to the vehicle with following restrictions:

1. There must be an empty space for competition plate and numbers on the bonnet and on both front doors (35 x 35 cm) or on rear side windows (A4 size)
2. The advertisements may not cover the organisers advertisements
3. The advertisement must not violate the National law in the country for the event or give offence
4. Advertising of alcoholic beverages and tobacco products is forbidden. Also political advertising is forbidden

5. Advertisements on windows are not permitted (competition numbers and plates are not seen as advertisements when on rear side windows)

6. Advertisements must be properly attached

7. Advertisements must be kept in good condition

The properness of the advertisements and their compliance with the rules will be checked at scrutineering.

12.5 Withdrawal from the competition

A competitor withdrawing from the competition must immediately notify the nearest control or the EcoRun office. A competitor who has withdrawn must remove or cover the competition numbers.

13 Course of the event

13.1 Start and finish

The cars will start at one or two minutes intervals, in the order indicated on the entry list. If a competitor is more than 10 minutes late in arriving to the start, he will not be allowed to start.

A competition car, in which both drivers are seated, must pass all the controls in the order indicated in the road book, and obtain an entry on the time card showing the time and fact of passing a control.

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

Throughout the event the official time will be that given by the organisers and it will be seen at EcoRun office. Radio controlled time should be favoured as the official time.

13.2 Parc Fermé areas

The competition vehicles are subject to the Parc Fermé rules:

- In Parc Fermé area after the filling
- In control areas
- During halts
- After arriving at the finish until the end of protest period

The servicing and repairs allowed in the Parc Fermé as well as the fuelling at the start, during the halt and at the finish can only take place under the supervision of the organisers.

13.3 Controls

Control posts will be ready for function 15 minutes before the target time of the first crew, and will cease to operate 30 minutes after the target time of the last crew or immediately after the last has passed the post.

The organisers may place signs indicating a turn or driving straight ahead in places where orientation is difficult or in places that differ from the indications of the road book.

Signs used at the control posts:

Sign no. 1 yellow = Beginning of control area

Sign no. 2 red = TC – Time Control

Sign no. 3 beige = End of control area

Sign no. 4 yellow = Beginning of control area

Sign no. 5 red = Passage control, additional scrutineering

Sign no. 6 red = Obligatory stop

If the passage controls are unmanned, the competitors must write the sign information on the route card in the place reserved for it. If the passage controls use some other system (e.g. stamps or stickers) that will be informed at the EcoRun office.

13.4 Time controls (TC) and passage (route) controls

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.

Example:

The target check-in time of the competitor for the control post is 18:58.

1. The competitor may arrive at the control area at 18:57.

2. The competitor may present his time card between 18:58:00 and 18:58:59 and will not receive a penalty.

3. If the competitor presents his time card at, say 18:57:30 the penalty will be one minute. If the moment of presentation is 18:55:59 the penalty will be three minutes (= $3 \times 3 \% =$ a 9 % fuel addition).

4. If the competitor presents his time card at 18:59:00 or thereafter, the penalty will be one minute per each minute or fraction of a minute he is delayed.

If the competitor cannot drive his vehicle to the control post due to a line or congestion in the control area or in its immediate vicinity, he can proceed to obtain the time marking on foot.

The competition performance is disqualified, if the competitor has not passed a time control post or if he arrives at them in a wrong order, or if the number of delayed minutes between start and finish exceeds 30.

The scrutineering area, fuelling, start, halts and finish are time controls as well.

The departure time for the next section is marked in the relevant box on the time card START.

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.

13.5 Halts

During the halts of the competition, the competitors have the opportunity to perform repairs and servicing supervised by the organisers.

Timing at the halt posts is performed as at the time controls.

14 Performance in the event and its observation

In addition to what is ordered in other articles, the following regulations must be followed during the event:

1. Both of the drivers must be onboard when the vehicle is moving. This applies also the fillings, halts and controls.
2. The engine must be running all the time when the vehicle is moving. If the vehicle is stopped, also the engine may be stopped.
3. If the engine stops, the car must be stopped as soon as possible.
4. During the event, nothing belonging to the car may be removed from the car.
5. In case of a puncture, the tyre may be changed in the nearest suitable location. Only spare wheels carried onboard may be used. The punctured tyre and its rim must be carried onboard the vehicle for the rest of the duration of the event. The punctured tyre can be replaced (acceptance needed) with an identical new tyre at the halt post
6. Servicing the outside of the car such as cleansing the windows and lights is allowed if done by the drivers without breaking the seals.
7. At the halt post, the following checks and repairs are allowed if performed in areas designated and supervised by the organisers:
 - Refilling of oil, water, brake and clutch fluid
 - Adjustment of idle running and of summer/winter air
 - Replacement of fuses and light bulbs
 - Replacement of fan belt
 - Checking the proper functioning of horn and windshield wipers
 - Fastening of loose cables
 - Checking of air pressure, changing a wheel
 - Repairing the charger
 - Other repairs ordered by scrutiny crew

All the repairs and checks mentioned above might only be performed by the drivers of the competition car under the supervision of the organisers.

8. Yield sign + STOP indicated in the road book means compulsory stopping. The stopping must be done in the immediate vicinity of the yield sign. The compulsory stopping must be a complete and full stop, which means that the wheels and the car must be noticeably in a standstill. The suggested duration of the stopping should be at least 1 second.
9. Rolling is allowed.

15 Fuelling

At the fuelling before the start the tank must be able to take in a minimum of 10 litres.

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

- The filling will be done in two stages. The filling can be done on different stations but the same ones must be used for before start and after the finish.
- 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.
- 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.

- 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.
- 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.

16 Scrutineering

16.1 Pre-scrutineering

The location and timetable for pre-scrutineering will be given in the entry list or at the registration. The penalty for deviation from the scrutineering timetable will be the same as for a deviation in check-in time at the time controls.

A vehicle that has not been approved in the pre-scrutineering can be brought for second scrutineering as soon as the required repairs have been made, however, at least within 1 hour of each car's individual scrutineering time.

At pre-scrutineering both the condition of the car as well as the following compulsory equipment will be checked:

1. One of the drivers must be present at the scrutineering.
2. The registration attest and the owner's manual belonging to the car in order to ascertain, that the car is in the condition indicated by the manufacturer.
3. Modifications having effect on fuel economy are forbidden.
4. Make of spare parts is free, but their dimensions and function must not be changed.
5. Tyre make is free. The tyre size may differ from the cars original or registration attest size in the following way:
 - Nominal diameter of the rim may not be increased or decreased with, more than 25,4 mm (= 1 inch).
 - The width of the tyres may be +/-30 mm of the original size.
 - The outer diameter of the tyre isn't to be altered more than 51 mm from the original. The highest tyre pressure is the pressure noted on the tyre by the manufacturer.
6. The car must comply with the Highway Code of the country of registration.
7. The gearbox, differential, and joints must be lubricated with standard oils approved by car manufacturer. The organisers may take necessary samples from each car for possible later analysis.
8. The car must in all respects comply with the standard delivery configuration. Air filters, fuel filters or oil filters may not be removed. The charger and the fan must be in working order. The idling of the engine must be in accordance with the owner's manual at all times. This can be checked also during the competition.
9. All additional equipment directly or indirectly reducing fuel consumption is forbidden.
10. Sump guards are allowed. Such a device underneath the fuel tank must not prevent the inspection of fuel system. The sump guard must bear the car to be lifted by a jack at any point.
11. Radar detectors and corresponding equipment is forbidden.

12. The use of mobile phones is forbidden except in case of road blockage or an accident.
13. All vehicles must have seat belts approved for use on public roads for both drivers.

16.2 Additional scrutineering

During the competition the organisers may carry out additional scrutineering of any part of the competitors' cars during the competition. Only cars that have been approved may continue the competition. A broken seal or a missing identification mark may result in disqualification.

16.3 Final scrutineering

As soon as each car arrives at the finish, it will be driven to a guarded parking lot (Parc Fermé). The drivers' personal equipment may be removed from the car.

The car keys are handed to the representative of the organisers if requested; he will check whether the competition plates and numbers are still attached and the seals intact.

The organisers may subject any car to a complete and thorough scrutineering.

Should some deviation from the rules and regulations be detected in the car, disqualification may follow. And the organiser can charge the competitor for the expenses possibly made by the inspection.

The release of the cars from Parc Fermé is announced on the official notice board as follows:

- Cars against which a protest has been lodged or which the organiser has ordered will be transported to a repair shop assigned for the purpose for possible dismantling and measuring. Either of the drivers or an associate may transport the car under supervision of the organisers, and be present at the scrutineering.
- Other cars are released immediately after the closing time for protests against results. The car keys are given to competitors at the EcoRun office against signature.

17 Penalties and calculation of the results

17.1 Entry into the event not accepted if:

- Car does not fulfill the requirements of eligible vehicles
- Incomplete entry
- Entering too late or rejected entry
- Non-payment of entry fee
- Non-payment of fuel of the first filling

17.2 Exclusion from the event

- The competitor covers or removes the advertisements of the organisers or the competition numbers
- Crew or car does not meet the scrutineering requirements
- Competitor is delayed for more than 10 minutes from the START
- Absence of either 1st or co-driver from moving car during the competition
- Missing competition numbers
- Misplacing the time card or altering its entries
- Violating or ignoring the general rules and regulations of this competition
- Exceeding the speed limit by 20,1 km/h or more
- A missing or incorrect entry on the time card
- Unauthorised servicing or repairs in control area
- Exceeding the maximum time of delay (30 min.)
- Incorrect competition performance
- Violating the control area regulations
- Defects and violations of the regulations in the vehicle detected in additional or final scrutineering

- Removing the car from Parc Fermé before authorisation has been given
- The stewards can, according to the rules of ASN, exclude a competitor or driver who has violated the national or the present rules and regulations.

17.3 Calculation of the results

The results of the competition can be announced in terms of l/100 km, km/l and l/mil, between the first and final filling.

The following are added to the total fuel consumption during the competition:

- Arriving too early at a time control post – per each starting minute 3 %
- Being late from a time control post – per each starting minute 2 %
- Too early start from a time control area – per each starting minute 3 %
- Exceeding the speed limit more than 5 km/h 3 %
- Exceeding the speed limit more than 10 km/h but not more than 20 km/h 6 %
- Non-stopping either at STOP marked in the road book or at a STOP sign by road 5 %
- Passing a divisional island (traffic divider) on the wrong side 10 %
- Crossing a lane marking (lane divider) 5 %
- Non-stopping at the red traffic light 10 %
- Other traffic infringement observed by the organisers 3 %
- Missing a passage control (route control) post – per missing stamp 15 %
- Pushing or moving the car against the rules 10 %
- Filling less than required minimum of 10 litres at the start 5 %

18 Results

The consumption results can be announced in terms of

- the fuel litres used per 100 km (= l/100 km - international),
- kilometres per litre used fuel (= km/l - Danish),
- the fuel litres used per 10 km (= l/mil – Norwegian and Swedish).

The possible fuel additions (penalties), explained in the rules and regulations, are added as percentages to the fuel consumed. Fuel consumption with possible additions is used in result calculation.

The total result consists of

- Lowest consumption of the class will be rewarded 10 points, second 8 points, third 6 p. fourth 5 p and so on
- In case a competitor manages to beat three other competitors in his/her class he/she will be awarded 3 points, the second will get 2 extra points and the third will get one point so a winner of a class with at least 4 competitors will get 10+3, the second 8+2, third 6+1 and the fourth 5 points
- If there are only three competitors in a class the winner will get 10+2 and so on

In case of equal points in the Championship at the end of the year the NEZ Champion will be one with:

- Lowest total consumption in all competitions
- Greatest number of competitors beaten in respective classes
- The biggest number of points added from the events where all the competitors with equal points have competed in
- Casting lots

19 Protests

Protests against scrutineering must be lodged within 30 minutes after the competitor has been notified of the outcome.

Protest against the competition event or against a decision taken by the organiser must be lodged at the latest within 1 hour of the competitor's arrival in finish.

Protest against the results must be lodged within 30 minutes of its publication.

Protest must be lodged in writing in national language for the event or English, and be signed by the competitor (the entrant or the 1st driver of the car).

The protest is conveyed to the clerk of the course and the protest fee must accompany it. *)

If the protest requires dismantling and re-assembly of different parts of the car, the claimant must make an additional deposit, to cover the costs of procedures. *)

If the protest is found correct, the deposit will be returned to the claimant and all costs will be charged from the competitor against whom the protest was lodged.

*) The amount must be in order to the national ASN regulations for the event, and published in supplementary regulations.

20 Prizes

20.1 The event

The overall winner, second and third of an event will be rewarded, as well as the best national team. The prize giving will take place on the place announced on the official notice board.

At every event other prizes are awarded according to praxis in organizing country. The number of awarded in a class will be announced on the official notice board.

The prizes / medals are provided by event organiser.

20.2 Overall

The overall winners will be rewarded by the national ASN of the winners.

21 General

21.1 Results of the NEZ EcoRun Championship

Each organiser is obliged to send the results to the next organiser and all EcoRun contact persons within 4 days.

22 Stewards

There is at least one foreign steward at every event. Foreign steward is sent to the event by her/his own ASN. The local event organiser pays costs for foreign steward's lodgings and food.

In the event the language of stewards is English. National and foreign steward must be able to check bulletin, proof of speed and stop controls and other things having an influence on results.

The foreign steward rotation principle should be agreed by the contact persons. Failure to send foreign steward will be replaced by some other steward from another country. The costs of this arrangement shall be invoiced from the ASN originally responsible of sending the steward.

23 Contact Persons

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.

Country / Date / Organiser

Norway

29.-30.5.2009 KNA BODØ
www.klubbinform.no/knabodo

Finland

12.-13.6.2009 1000 Lakes, Autoliitto Jyväskylä
(Automobile Association of Finland)
www.autoliitto.fi/AL-Sport/EcoRun

Denmark

21.8.2009 Syd-Jylland
www.eco-rally.dk/

EcoRun contact persons for 2009

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