

Roadracing Nordic Championship (NC) rules 2014

Road racing Nordic Championships Series within the Nordic countries (Denmark, Finland, Norway and Sweden).

General

The Nordic Championships (NC) is organized according to UEM Sporting regulations RR01, RR02 and RR03 with additional rulings according this regulation. Track homologation shall be approved by the FMN where the event is organized but always in accordance with the Guidelines of the UEM Standards for Road Racing Circuits (SRRC) RR 07.

The NMC decides all the regulations and standards for the events. Regulations for the NC must be approved and written each year before 1 January of the year prior to the actual race year. The NMC decides the NC provisionally calendar for the next year at their autumn meeting.

Championships events

NC is organized together with maximum 4 events and a minimum of 3 events in any one country in agreement with the FMNs (DMU, SML, NMF and SVEMO) each year. (For Moto3/125GP a minimum of 2 events.) Each event can have two sessions in each class. Each FMN has the right and possibility to organize an event. The aim is to have equal amount of events in each FMN if possible. A FMN can organize an event in another country (NMC area) to achieve this if necessary. Each event should also be a FMNs national championship race, if possible.

No FMNs national event shall be arranged at the same dates as the Nordic Championship events. Nordic Championship events has the priority for dates.

The series counts as a qualification series for European Road Racing Championship final.

The last event have to be arranged at least four weeks before the European Road Racing Championship final.

NC events/rounds shall be run as an open public event with spectators.

Participants

Events are open for A license (or the equivalents thereof) and for 125 GP it is A + B license (or the equivalents thereof) riders from all Nordic FMNs or riders from other federations with a valid UEM or FIM license and a starting permission from their FMN.

Minimum age:

125 GP /Moto 3	13
Superstock 600	15
Nordic Superbike	17

Technical regulations

The NC series classes are:

Class	Technical Regulations
Nordic Superbike	IDM SUPERBIKE, english translation, see note 1
Superstock 600	IDM SUPERSPORT600, english translation, see note 1
125 GP / Moto 3	IDM 125/MOTO3, english translation, see note 1

Note 1 * = Apart from the tires, the sound level, numbers of bikes and the number plate regulations stated below.

Tyres

The number of tyres used in each event is free.

Sound

FIM Technical appendices for International RR Meetings Art. 2.14 and “2 Metre Max” with maximum 110 dB/A. If the homologated track requires special sound level, this must be informed at 1st of January and put in the Event list for NC. (Also in the Supplementary Regulation for the specific Event/round.)

All sound measurement rules for each respective country or track will be respected. It is up to the rider to make sure he/she is aware of the rules imposed and equip the motorcycle accordingly.

In order to be able to organise events in Sweden it is necessary to use the fly-by method in combination with the 2mMax method. The fly-by will be used for identification of the rider – but he/she will not be taken out of the race, but measured after the race by using the 2mMax method. Based upon this result the driver may be dismissed. All riders can be measured on the 2mMax before the race.

Numbers of bikes

Only one bike can be entered at a time. If a spare bike has to be entered, the first bike has to be withdrawn at the technical inspection, and the approval tag shall be removed from the bike. There shall be a notice why the rider changing bikes. After that a second bike can be entered and has to pass a technical inspection before it can be used.

Number plates

All start numbers must be clearly visibly and of a good shape displayed on the front (1 x either in the centre of the fairing or slightly off to one side, or 1 x on each side) and at least one on each side of the motorcycle. The preferred location for the numbers is on the lower rear portion of the main fairing near the bottom. Height of the front figures: 160 mm (Superstock 600 and Nordic Superbike) / 150 mm (125 GP). Height of the rear/side figures: 160 mm (also accepted 1 x tail unit in driving direction when seen in driving direction or on both sides of the tail unit) / 150 mm (125 GP).

Figures may be shaded or surrounded by the maximum of 5mm.

The colour combinations are as follows:

125 GP / Moto 3: Black background / white figures

Superstock 600: White background / blue or black figures

Nordic Superbike: White background / black figures

Other modifications

All other modifications (not mentioned above or in the published translation (ENG)) are absolutely forbidden). All motorcycles have to do the technical control before the start of the timed practice.

Other classes

NC organisers may have additional classes within the series. But not more than the time schedule limits allow good enough time for the NC classes. The NC classes must be first priority and not to start at the end of the time schedule.

Supplementary rules

Individual supplementary rules (SR) shall be approved by the FMN and issued at least 60 days before the event.

Event entry

Entry must be made in writing not later than 14 days before the event. Entry via email or online on the internet can be approved. All participants will receive copies (email or online) of these rules and SR 14 days before participating in the event.

Entry fee for each class per event is the maximum of 400 €. If the entry is made after 14 days or entry at the race day, the additional fee is maximum 150 €.

Electricity is included in the entry fee with a minimum of 10 amp/220V. 380V can only be used if prior notice of need is made and an additional fee of maximum 100 €.

Participants must have registered and paid the fee at the secretariat before the first training pass and the motorcycle must be approved by the technical control.

Practice and races

Speed limit Pit – lane

The maximum speed in the pit-lane is 50km/h and control can be made by radar.

Penalty 1st offence: 50.00 €, 2nd offence: 150.00 € and 3rd offence: disqualification.

Training & Qualification

All classes will be run with a minimum of 20 minutes timed practice per class and session.

Each session cannot be earlier than 1 hour after the training session for the same class in the same day

If there are many participants in a class it is possible to have 2 groups (A & B) in a class. The groups shall be divided and run by the UEM rules

Races

NC Series can have one (1) races or two (2) races in a class, at each event.

Each heat should have a minimum of 35 km race distance in each class, where possible.

Starting positions should be decided after the best qualification time in all passes with a minimum of one qualifying session. Qualification time is equal to the average for the first three riders + 15%

Grid can be determined by the best qualifying time for each heat separately (one qualifying session per race) or the total of two qualifying times for both races.

To qualify for the event all riders must run at least 3 laps on the track contained in the timing or a training session at the same event.

Two reserve riders can be added in all classes on the grid – those riders take part in the sighting lap and immediately after the rider will be taken off the grid, before the start of the warm-up lap, if the grid is full.

The butterfly method for start of the warm up lap may be used.

To be counted as a finisher in the race and be included in the results, a rider must have:

- a. Completed 75% of the number of laps rounded down, carried out by the winner of the race;
- b. Crossed the finish line on the race track (not in the pit lane) within five minutes after the race winner;
- c. And must be in contact with his machine and wearing his complete outfit and helmet.

Down is out shall be used in the series. Definition: In a crash situation: Either that both tires are off the ground or that the riders let go of the handlebars with both hands. E.g. if the bike is down, the ruling applies. When a rider is "down" he is retired from the race and is not competing. i.e. he is not classified as a finisher and shall not be included in the result.

Interruption and restarting of a race

If the Clerk of the Course decides to interrupt the race and displaying the red flag:

- a. If the results calculated show that less than three laps have been completed by the leader of the race. A completely new race. All riders may re-start.
- b. If three laps or more have been completed by the leader of the race and all other riders (whom is still competing) on the same lap as the leader, but less than 2/3 of the actual race distance, rounded down to the nearest whole number of laps (or 2/3 of the actual race duration), then the race will be re-started. At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

Within 5 minutes after the red flag has been displayed, all other riders on the track who have not entered the pit lane, pushing or riding on their motorcycle, will not be classified either.

Only riders who are classified as finishers in the first race may re-start.

- c. If the results calculated show that 2/3 of the actual race distance rounded down to the nearest whole number of laps (or 2/3 of the actual race duration) have been completed by the leader of the race and by all other riders (whom is still competing) on the same lap as the leader, then the race will be deemed to have been completed.

At the time the red flag is displayed, riders who are not actively competing in the race will not be classified.

Within 5 minutes after the red flag has been displayed, all other riders on the track who have not entered the pit lane, pushing or riding on their motorcycle, will not be classified either.

Only riders who are classified as finishers in the race will be included in the results.

The results will, therefore, be the results taken at the last point where every rider still actively competing had completed a full lap and in the same lap as the leader without the red flag being displayed.

If a rider crashes or falls, he must visit the doctor/ambulance before he returns out on the track. The bike must pass technical control before he uses it again.

The use of a Safety Car is possible. Safety car rules are available at UEM road racing rules RR 01.6.5

Classification / Results

The points are awarded in each heat according to the following point scale:

25 - 20 - 16 - 13 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1

The organizer awards prizes for the first 3 in each class, at his expense. All classes awarded separately after each race, at the end of each race in the event.

Final awards Nordic championship medals for the first 3 of the total placement, immediately after the last race of the series. The Nordic Champions should also be awarded with a laurel like wreath. The cost will be divided among the participating FMN's.

Jury

Each FMN, which has a rider in the series, has the right to be represented with one (1) Delegate in the Jury. Each FMN must inform at least 14 days before the event the organizing FMN about who is appointed as Delegate. If there is no Delegate from each FMN, the organizing FMN shall appoint jury. There must be at least 3 members in Jury. Each Jury member has one vote. The Jury President (chairman) is appointed by the FMN organizing country.

All Delegates must have a national sporting stewards / jury member / license or similar. The Jury President's vote is crucial at a tie.

Jury Meetings

Minutes according to the UEM RR 01 Annex 3.

All minutes and decided orders should be established in writing. The language must be in English. The report and minutes must be sent to all FMNs no later than 14 days after the race.

Protests and appeals

All protest against a decision by the clerk of the course shall be appointed to the event jury. The jury must be informed immediately about all decisions and at the latest at the first coming jury meeting.

All protests must be submitted in accordance with the UEM Disciplinary and Arbitration Code with regulation fee according to the organizer FMNs.

Appeals against decisions taken by the jury can only be appealed in writing to the organizing FMNs. Appeal must be done according organizing FMNs rules. Information about Appeal process must be in SR.

Classification for European Road Racing Championship Event

NC is the qualification of European Road Racing Championship. The top four (4) riders in each class participate in the Championship final. The official results of all the races will be taken into consideration for the establishment of the final classification of the riders.

In the event of a tie in the number of points, the final positions will be decided on the basis of the number of best results in the races (number of first places, number of second places, etc.). If the tie still remains, the last best result will decide.