

Regulation and Invitation to Roadracing Nordic Championship 2018

General/Jurisdiction

The races are subject to the national rules and codes of the organizing federation with eventual changes in the following text.

Public

NC-events are open public events with spectators.

Number of events:

The championship 2018 consists of 2 rounds.

Number of races:

Each event consist of 2 races for all classes. In order to qualify for the event, all riders must complete at least three (3) laps on the track contained in the timing or a training session at the same event. Total races at both event to be counted is 4.

Classes:

- Superbike (FIM Superstock 1000 World Championship Technical Regulations 2016, and Superstock (FIM CEV Repsol Technical Rules Superstock 600 2016) with exceptions for the Nordic countries in Superstock 600/Superbike:

- fire retardant material (fuel cell foam) in fuel tank is not required
- original air funnels and intake manifolds are not required
- original front brake master cylinder maybe replaced with non-original
- original wheel rims not required. Non-original rims must not be made of composite material. The dimension of non-original rims must be as homologated.
- cooler as well as oil cooler can be changed to non-original aftermarket.
- Only one minimum weight per class (including fuel tank, fuel, fluids, battery):
Superstock 600: 162kg, Superbike: 170kg

At this event, Norwegian technical regulation 2018 for Superbike and SST600 are allowed to participate. (IDM regulation for Bikes 2017 and earlier).

The Championship classes are open for both A + B riders, (Elit and Rookie) or similar. Nordic Junior Trophy: according to Swedish A2 regulation and Norwegian 300 cc regulation. Each event can have additional classes, but the priority shall be on the Championship.

Additional races:

The organizer of an event can also; by himself, or in cooperation, organize national championship and cups within the Nordic Championship. The Nordic Championship rules will prevail.

Organizer 2018:

The first round will be organized 27-29 July by Karlskoga Motorförening, at Karlskoga Motorstadion, Sweden.

The second round will be organized 14-15 September by NMF, at Rudskogen Motorsenter, Norway.

Practice and races:

All riders in Superstock 600 (A+B) and Superbike (A+B) will be divided into 3 divisions separately, according to their laptime at each track: the fastest rider will run in "Elit division", the riders in the next group in "Division 1" and the slower riders in "Division 2". There will be at least 3 timed practices (FP) for each division. After each FP the clerk of the course will move faster riders up to a faster division and slower riders down to a slower division. This will be made in cooperation with the clerk of the course and the jury president. A rider cannot protest against the decision. (Minimum 20 riders per division. Example: If only 39 riders are entered then only Elite Div and Div 1 will be run at least 60 riders for all 3 Div to be run. (Norway do not have so called B riders)

If changes to the weather between the different divisions, there will be no up- and down movements between the divisions. This will apply both for FP1, FP2, FP3 and Qual.

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

Speed Limit Pitlane

The maximum speed in the pit-lane is 50km/h. Speed can be radar controlled. Practice: Penalty 1st offence: 50.00 €, 2nd offence: 150.00 € and 3rd offence: disqualification. Race: Disqualification

Entry:

Entry shall be made for Norwegian riders at <https://sas.nmfssport.no>, for Swedish Riders at <https://ta.svemo.se> Riders from other countries shall contact the organizer for an entryform. Riders outside the Nordic countries need a valid license and a startingpermission from their FMN.

Entryfee:

According to supplementary regulation. Riders with a travelling distance over 600 km to the actual racetrack will only need to pay half entryfee.

Startinggrid/qualification:

As MotoGP series and according to supplementary regulation for each event.

Transponder:

All riders must at all sessions have a working transponder on his/her bike.

Tyres:

The number of tyres used in each event is free.

Points:

There will in the Nordic Championship be a point system according to FIM regulation (25, 20, 16, 13 aso). Riders qualified and started in the race in Elit Division will get 50 extra points per race they start 1. Riders in division 1 will get 25 points extra and riders in Division 2 will get 0 extra points. This to make it more interesting for riders in the different divisions to compete at both events.

Prices/Cups:

Cups will be awarded at each race 1-3.

The organiser awards prizes for the first three riders in each class at the organiser's expense. All classes are awarded separately (according to Supplementary Rules)

Final awards for the series are the Nordic Championship medals for the first three of the total placement. The medals are to be awarded to the riders immediately after the last race of the series. The cost for the final series awards will be divided among the FMNs participating in the NC-event and the promoter.

Prizemoney:

Pricemoney/travelling money: Total points in the Nordic Championship series 64 000 Sek (Karlskoga + Rudskogen)		
Placing	SB/SST 600	Nordic Junior Trophy
1	5 000 Sek	3 000 Sek
2	3 500 Sek	2 000 Sek
3	2 500 Sek	1 000 Sek
4	2 000 Sek	500 Sek
5	2 000 Sek	.
6	1 500 Sek	
7	1 500 Sek	
8	1 000 Sek	
9	1 000 Sek	
10	1 000 Sek	500 Sek to best female rider
Total	21 000 Sek x 2	7 000 Sek

The sums above is for the total Nordic Championship (both rounds). At least 40 participates in each class (Elit/Rookie) (10 riders in Nordic Junior Trophy) If less participants there will be 50% of above money. (Minimum number of riders 15, and at least 8 riders in Nordic Junior Trophy)

Prizemoney will be payed according to the following:

Against an invoice from a company, or by bank transfer to the rider. If the money is sent by transfer; the full sum will be sent, and the income will be informed to the government who will deduct taxes.

Travel allowance

All rookie riders from outside of Norway are entitled to an extra travel allowance to the Norwegian event at Rudskogen. Minimum payment will be 500 Sek to a maximum of 30 riders in order of appliance. The first 30 riders to enter the race at Norway with leading 10 Rookie riders after Karlskoga (Rookie 1000/Rookie 600 (20 riders in total)) have the priority. If the priority riders do not wish to enter, then payment will be made in order of appliance, 11 first, 12 second etc Payment will be made at the latest of 14 days after the event at Rudskogen. Riders need to send their account number to Karlskoga MF for payment.

Jury:

Each FMN, which has a rider in the event, has the right to appoint one (1) delegate in the Jury. Each FMN must inform the organising FMN at least 14 days prior to the event about who is appointed as an FMN-delegate. If there is no delegate from each FMN, the organising FMN shall appoint jury members. There must be at least three (3) members in Jury, maximum four (4) including the jury president. Each Jury member has one vote. In the case of four members in the jury, the jury president has the deciding vote. The jury president is appointed by the FMNr country. All delegates must have a national sporting steward / jury member / license or similar. The organiser will pay for the jury president. Each FMNs will pay for their delegate.

Protests and appeals:

All protests against a decision by the clerk of the course shall be appointed to the event jury. The jury has to be informed immediately about all decisions, at the latest at the first coming jury meeting. All protests must be submitted in accordance with the FMNr Regulation, together with a regulation fee according to the organizing FMNr. Appeals against decisions taken by the jury can only be appealed in writing to the organising FMNs. Appeal must be done according to the organizing FMNr rules.

Sound – environmental regulations & measurement

All sound measurement rules and local environmental rules for each respective country or track must be respected, as well as the measurement methods.

It is the rider's responsibility (or the rider's guardian's/ parents' responsibility, if the rider is underage) to know the Championship rules imposed, and to equip the motorcycle accordingly.