



# **2017 FIA CENTRAL EUROPEAN ZONE CHAMPIONSHIPS**

(REGULATIONS, CALENDAR)

# 2017 FIA CENTRAL EUROPEAN ZONE CHAMPIONSHIP

## Art.1 General Conditions

### 1.1 General Provisions

According to article 23-B-4 of the FIA Statutes the World Council (for Karting the CIK/FIA) accepted a Central European Zone. The Zone will be made up of the following countries: Albania, Austria, Bosnia-Herzegovina, Croatia, Czech Republic, Hungary, Italy, Kosovo, Macedonia, Montenegro, Poland, Serbia, Slovenia and Slovakia (to be mentioned as Zone-Countries).

In 2017 there will be announced Zone-Championships in Autocross, Circuit Racing (also for historic cars), Endurance, Cross-Country, Hill-Climb (also for historic cars), Karting, Rally (also for historic cars), Rallycross and Slalom, reserved for drivers holding a valid national or international licence issued by one of the ASNs belonging to the zone. The starting permission for abroad is not obligatory.

The Zone-Championship-events are listed in Art. 14. For every discipline a maximum of 14 events will be listed in the calendar (one per member-ASN). The final decision about the number of events counting to the Championship will be taken by the board of the FIA-CEZ-countries.

If not all ASNs enter events for a Championship, the Zone-board will decide upon the events to fill up to the max. number of 14, respecting the following:

- If ASNs enter only events for a max. of 2 disciplines, the board may accept one additional event from these ASNs in these discipline-Championships.
- If there are less than 10 events entered then all ASNs may forward a 2nd event for that Championship – following the CEZ-board will finally decide which of these events will be accepted to a max. number of 14 events per discipline.
- All these events must be entered to the board latest to be decided upon at the meeting where the Calendar would be fixed.

Changes of events (dates and/or locations) must be published at least 60 days before the start of such an event. Otherwise the event will be deleted from the Championship Calendar.

The official calendar will be available at the CEZ-ASN-offices and at [www.cez-motorsport.com](http://www.cez-motorsport.com).

### 1.2 Regulations/Officials

All Zone-Championships must be organised in conformity with the specifications listed in the International Sporting Code and its Appendices, the national Sporting Codes of the ASN's where the events will be organised, the present regulations for the FIA-Central European Zone-Championships and the supplementary regulations of the event concerned.

The Officials are appointed by the ASN of the organiser; at least one of the Stewards should be taken out of one of the other CEZ-ASNs (with exception of Slalom- and Drift-events, where only one Steward is obligatory). In order to support foreign competitors a Crews' Relations Officer speaking English language should be appointed in the Supplementary Regulations.

### 1.3 Supplementary Regulations

The regulations should be published in English, plus the national language where appropriate. Copies of the definitive regulations must be sent by email ([austria-motorsport@oeamtc.at](mailto:austria-motorsport@oeamtc.at)) to the secretariat of the Zone at least 45 days before the event is due to start to be published at [www.cez-motorsport.com](http://www.cez-motorsport.com).

If an organiser is not able to run all classes, groups, categories published in the Zone- Championship-regulations at his event, he must clearly state such restriction in the S.R. Also the minimum-number of entries for the classes, groups, categories – if there is one - for the events must be stated in the S.R.

### 1.4 List of seeded Drivers

The entries of drivers listed on 1st, 2nd or 3rd place on a national priority list, must not be rejected.

### 1.5 Entries

Only drivers who are holders of national or international licences of one of the ASNs of the countries of the Zone may enter. For the Championship-results only drivers with a minimum-age of 16 years will be respected (different age-limits for the participants in the Autocross-JuniorBuggy- Championship and the Karting- Championship are defined in the Championship-rules for these disciplines). If drivers younger than 16 years are allowed to participate in events according national rules, this will be stated in the S.R. of such events – but these drivers will not be respected for the Championship-results.

Entries should be submitted to the organiser of the event concerned according to the prescriptions of the FIA-International Sporting Regulations. The Zone-Countries are free to make mutual agreements concerning entry fees.

For all entries to CEZ-Championship-events the following applies:

The classification of participants in CEZ-Zone events for the Zone-Championships must neither depend on any additional entries nor additional entry-fees. An entrant/driver sending the entry-form to an organiser or ASN agrees to take part in this event even if he has not paid the entry-fee in time. An entrant/ driver not presenting him at the verification of the event and not excusing this in written form in advance, will have to pay the entry-fee.

## 1.6 Attribution of Points and Classification

In each discipline, group, division or category of the Zone-Championships, points are awarded in accordance to the scale published in the regulations, chapters "Classifications" for every Championship. All results will be counted; no results will be retained from the final list (for Karting see Art.11.4).

Only those drivers, who have taken part in at least one event in the respective discipline under the sovereignty of another ASN than their parent one, will be classified for the final results of the CEZ-Championship. „Taking part“ means to be at the start of at least one race (heat) of the event in question (for Autocross and Rallycross this means to participate in the official practise).

Further regulations see rules for each Zone-Championship.

Should there be less than 3 drivers classified in the final result of a group or a category of CEZ-Championship, this Championship will be declared null and void.

## 1.7 Dead heat (ex aequo)

For the drivers whose total of points is identical, the rule deciding will give consideration to:

- 1) the value of the places (1<sup>st</sup> place, 2<sup>nd</sup> place, 3<sup>rd</sup> place, etc.) obtained in the main-classification of the qualifying events taken into account for the granting of their points.
- 2) the value of the places obtained in the classifications of the qualifying events in which everyone of them has participated.

In cases of a further tie, the drivers will be listed in the Championship-result on the same position.

## 1.8 Results

The ASNs have to take responsibility, that the organisers will send the official results and corrected entry-lists of the events, according the classes and classifications of the resp. CEZ-Championship, a.s.a.p. to the sporting secretary of the zone (email: [martin.suchy@oeamtc.at](mailto:martin.suchy@oeamtc.at)), where the Championship-results will be set up according these official documents. The unofficial results of the Zone-Championships will then be published during the year on the website [www.cez-motorsport.com](http://www.cez-motorsport.com). If there are no objections against brought forward by email/fax/letter from the ASN of the competitor/drivers concerned, the Championship-results will be declared as "final and official" from 12<sup>th</sup> November 2017.

## 1.9 Prizes

- a) CEZ-Championships: In every discipline of the Zone-Championship the first placed drivers and co-drivers in the groups or categories or divisions determined in the regulations of this discipline are awarded.
- b) Nations Trophy: At the end of the season the numbers of 1<sup>st</sup> placed drivers of the Championship-results of the various disciplines will be added for a Nations Trophy (as for Olympic rankings). For every country the places of its licence holders will be respected.  
The country with the highest number of 1<sup>st</sup> placed drivers will be declared winner of the Nations Trophy of the respectively year. In case of ties the higher number of 2<sup>nd</sup> placed drivers and following the higher number of 3<sup>rd</sup> placed drivers will decide. The representatives of the ASNs placed 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup> will be presented at the yearly prize-giving ceremony of the Central European Zone.
- c) Ladies Cup: The women scoring the most points in their specific disciplines (respecting all classes, groups, categories together) are presented at the CEZ Prize Giving that year.

## 1.10 Administration

The CEZ-Championship is administered by the Austrian ASN (OEAMTC/AMF [www.cez-motorsport.com](http://www.cez-motorsport.com)). Communications by the entrants/drivers should be done via their parent ASN's.

## 1.11 Award for "Talent of the year"

The Board of the CEZ countries may decide every year to award extraordinary performance of young drivers from the CEZ countries by the title "Talent of the year". The awarded drivers (max. 2 drivers per year) shall show the outcome of talents from the Central European Zone into the international FIA-sporting-scene.

The following conditions must be respected:

- Maximum age of the driver(s): 25<sup>th</sup> birthday reached during the year in question.
- The driver(s) will be awarded for the results gained at the following events: FIA-Championships, FIA-Cups, FIA-series, international series approved by the FIA.

The ASNs must send the applications for their candidates until 30<sup>th</sup> October of the calendar year in which these drivers reached their successes to the office of CEZ-President and following the proposal for the awards, these will be circulated to all ASNs for approval.

The Talent(s) of the year will be presented at the prize-giving ceremony of the Central European Zone.

## Art. 2. SAFETY PRESCRIPTIONS

See valid FIA- respectively CIK/FIA-regulations.

The use of a FHR-(HANS®-)System is strongly recommended to all participants in CEZ-events.

## **Art. 3. 2017 FIA CENTRAL EUROPEAN ZONE HILL-CLIMB CHAMPIONSHIP**

### **3.1 Eligible Cars**

The Championship is reserved for the following Divisions:

Division 1: - Group N (incl. R1 cars) and Nat. H/N (passed homologation cars according the national regulations and safety equipment according actual FIA-regulations; each of this cars must be accompanied by a confirmation of the home ASN that the car corresponds with the national regulations)

Division 2: - Group A (incl. R2 & R3 cars, WRC, Super1600), Group S20 (Super2000 rally & circuit combined, incl. R4 & R5 cars) and Nat. H/A (passed homologation cars according the national regulations and safety equipment according actual FIA-regulations; each of this cars must be accompanied by a confirmation of the parent ASN that the car corresponds with the national regulations)

Division 3: - Group E1, Group GT

Division 4: - Group D/E2-SS (up to 3000 cc), E2-SH

Division 5: - Group CN, E2-SC (up to 3000 cc)

For Groups E1, E2-SH, E2-SS & E2-SC the minimum weights acc. FIA App- J, Art. 277 have to be considered.

The heating of tyres is forbidden (for all cars valid).

### **3.2 Events counting towards the Championship**

Venues and dates according the FIA-CEZ- Championship-Calendar; see [www.cez-motorsport.com](http://www.cez-motorsport.com)).

Should the number of qualifying events organised finally be less than three, the Championship, would be considered as not having taken place.

### **3.3 Organisation of the events**

The events are to be organised according to the FIA Sporting Code and its Appendices. The minimum length of the race will be 5 km, which can be performed in one, two or three heats.

### **3.4 Classification**

At the end of each qualifying event a general classification for each Division mentioned in Art.3.1 will be established. For each Division points will be allocated as follows:

25 - 18 - 15 - 12 - 10 - 8 - 6 - 4 - 2 - 1.

If there are less than 5 starters ½ points will be allocated.

As a driver is allowed to participate only with one car in one event, the points of drivers starting with different cars in the different events will be cumulated for the final results of the Championship.

The following drivers will be declared winners of the Central European Zone Hill-Climb Championship at the end of the year:

- The driver having scored the most points in Division 1
- The driver having scored the most points in Division 2
- The driver having scored the most points in Division 3
- The driver having scored the most points in Division 4
- The driver having scored the most points in Division 5

## **Art. 4. 2017 FIA CENTRAL EUROPEAN ZONE HISTORIC-HILL-CLIMB CHAMPIONSHIP**

### **4.1 Eligible Cars**

The Championship is reserved for vehicles as per App. K:

#### **Category 1** (Period: C, D, E, F, G1, GR):

##### **Category 1.1:** (SAL 1-4, OT 1-4, OS 1-8, T 1-15, GT 1-17, TC 1-15, GTS 1-17)

Class A1	up to	850 cc
Class A2	up to	1150 cc
Class A3	up to	1300 cc
Class A4	up to	1600 cc
Class A5	up to	2000 cc
Class A6	over	2000 cc

##### **Category 1.2:** (TSRC 1-18, GTP E-G1, HST 1-5, HS 2-6 2 seat)

Class A7	up to	1300 cc
Class A8	up to	1600 cc
Class A9	up to	2000 cc
Class A10	over	2000 cc

#### **Category 2** (Period: G2, H1, HR)

##### **Category 2.1:** (T 16-25, TC 16-25, GT 18-27, GTS 18-27)

Class B1	up to	850 cc
Class B2	up to	1150 cc
Class B3	up to	1300 cc
Class B4	up to	1600 cc
Class B5	up to	2000 cc
Class B6	over	2000 cc

##### **Category 2.2:** (TSRC, HST 1-5, S 2/1)

Class B7	up to	1300 cc
Class B8	up to	1600 cc
Class B9	over	1600 cc

#### **Category 3** (Period: H2, I, IR)

##### **Category 3.1:** (T 26-35, TC 26-35, GT 28-37, GTS 28-37)

Class C1	up to	1300 cc
Class C2	up to	2000 cc
Class C3	over	2000 cc

##### **Category 3.2:** (TSRC, HST 1-5, S 2/2)

Class C4	up to	2000 cc
Class C5	over	2000 cc

#### **Category 4** (J1, J2, JR)

##### **Category 4.1:** (T, CT, GT, GTS -01.01.1982 to 31.12.1985)

Class D1	up to	1600 cc
Class D2	up to	2000 cc
Class D3	over	2000 cc

##### **Category 4.2:** ((T, CT, GT, GTS 01.01.1986 to 31.12.1990)

Class D4	up to	1600 cc
Class D5	up to	2000 cc
Class D6	over	2000 cc

##### **Category 4.3:** (TSRC, Group C, S 2/3, GC 1a, GC 1b, GC 2a, GC 2b, SN2500, SN3000)

Class D7	up to	2000 cc
Class D8	over	2000 cc
Class D9	SN up to	2500 cc
Class D10	SN up to	3000 cc

Competitors competing in Category 4 are required to comply with the FIA Regulations in Appendix XI of Appendix K.

Group A and Group B cars regulated out by the FIA (see App. K, Art.7.4.1) are not accepted.

## **Category 5** (Period C, D, E, F, GR, HR, IR, JR)

Class E1	1919-1953	no capacity limitation
Class E2	1954-1982	up to 1600 cc
Class E3	1954-1982	up to 2000 cc
Class E4	1983-1990	up to 1600 cc
Class E5	1983 1990	up to 2000 cc

In the case of supercharging (see definition in the current App. J) the nominal cylinder capacity of these cars up to and including Period J1 will be multiplied by 1,4 and that of cars of Period J2 resp. JR/1986-1990) by 1,7. Each car will belong to the class corresponding to the fictive cylinder capacity thus obtained.

Bumpers: may be removed, provided the weight of the car is in accordance with the minimum weight specified on its homologation form. Tyres: cutting of road tyres is forbidden, cars of period G2 may use slicks.

At the scrutineering for each event a valid Historic Technical Passport (HTP) from FIA or a Zone-member ASN, comparable to the FIA-HTP, must be provided by the competitor for the car entered (other national car passes or documents are not accepted for this Championship); Every entry form for an event must be accompanied by a photocopy of the first page of this HTP.

For all cars the heating of tyres is forbidden.

### **4.2 Events counting towards the Championship**

Venues and dates according the FIA-CEZ- Championship-Calendar; see [www.cez-motorsport.com](http://www.cez-motorsport.com)).

Should the number of qualifying events organised finally be less than three, the Championship would be considered as not having taken place.

### **4.3 Organisation of the events**

The length of the course shall be at least 3,5 km. All events shall have standing starts. During the event it is permitted to push-start cars at any point of the course, but only under the control of race-officials. The use of any sort of device to warm tyres is forbidden.

### **4.4 Classification**

The classification will be done acc. to the rules specified in the Supplementary Regulation of the specific event.

At the end of each qualifying event a general classification for each class mentioned in Art.4.1 will be established. For each class, points will be allocated as follows:

for classes with 3 or more starters: 25 - 18 - 15 - 12 - 10 - 8 - 6 - 4 - 2 - 1.

for classes with less then 3 starters: 12,5 - 9.

The following drivers will be declared winners of the Central European Zone Historic Hill-Climb Championship at the end of the year:

- The driver having scored the most points in Category 1
- The driver having scored the most points in Category 2
- The driver having scored the most points in Category 3
- The driver having scored the most points in Category 4
- The driver having scored the most points in Category 5

*Generally European Historic Hill Climb Championship regulations are applied.*

## **Art. 5. 2017 FIA CENTRAL EUROPEAN ZONE CIRCUIT RACING CHAMPIONSHIP AND ENDURANCE CHAMPIONSHIP**

### **5.1 Eligible Cars**

The Championship is reserved for:

#### **Division 2**

Group E2 – 1600 cc (Formula, Single Seater Cars)

Group E2 - 2000 cc (Formula);

Formula 3 - F3 Cars:

Formula 3 cars of 2014, 2015 and 2016 correspond with the FIA F3 Regulation.

Also Formula 3 cars from 2002 up to inclusive 2013, must be in accordance with the FIA regulations and correspond to annex J of ISG article 275 (Formula 3) or art. 277. Formula free vehicles, of the years of construction (models);

Exceptions:

Formula 3 vehicles constructed from 2012 to 2016 must be in accordance with the FIA weight regulations of 2016 (565 kg minimum weight including the driver wearing his full equipment). All other vehicles including those of 2011 (year of construction) must have a minimum weight of 555 kg (including the driver wearing his full equipment).

The max. height of any part of the rear wing system must not be more than 930 mm.

Permissible engines:

- All FIA homologated Formula 3 engines up to incl. 2016
- Opel OPC
- Fiat FPT Regulations 2012 (F3 Italy)
- Toyota engine 3S-GE-SXE10 with the specific configuration for F3 Open 2015

These engines must be sealed from the Tuner and must correspond with the engines regulation.

ECU, Motronic and Data recording:

For F3 cars 2002 up to incl. 2013 is optional.

Formula 4

#### **Division 4**

Group D4 -1600 cc\* (incl. Groups E1, N, A, Kit Cars, S1600, H and F, all together);

Minimum car-weight = 800 kg

Group D4 -2000 cc\* (incl. Groups E1/FIA, E1/National, N, A, Kit Cars, ST, SP, S2000, ETCC, H and F, all together);

Minimum car-weight = 900 kg

Group D4 -3500 cc\* (incl. Groups E1/FIA, E1/National, N, A, GT and F, all together);

Minimum car-weight: +2000 -2500 cc = 960 kg

+2500 -3000 cc = 1030 kg

+3000 -3500 cc = 1100 kg

Group D4 +3500 cc\* (incl. Groups E1 -4000 cc, N, A, GT and F, Supersport, E2SH - 4000 with exc. of DTM, all together)

Minimum car-weight = 1150 kg

Group GTC

Group GTC cars according the officially published/submitted technical regulations of Porsche Cup, resp. Ferrari-Challenge, resp. Lamborghini Super Trofeo, resp. Ginetta Cup, all together. The only exceptions of the Cup's technical regulations for GTC-cars are the brakes (which are free).

For cars over 4000 cc the "Balance of Performance/BOP" of all European GT serie's races" must be respected.

For scrutineering purposes it will be required that all GT3 cars with turbo engine reproduce their dataset recordings for all official sessions.

The data should be given through dedicated USB stick (one per car).

All data should be provided at the end of each session during the whole Parc Fermé time for the qualifying and the races.

Failing to deliver data in time or bad quality of datasets may result into sporting penalties.

#### **Division 6**

TWC – Touring Car Cup

6-1 Renault Clio Cup IV (race together with D4-2000)

6-2 Renault Clio Cup III (race together with D4-2000)

6-3 Chevrolet Cruze Cup

6-4 Renault Twingo Cup

6-5 TCR-TCN2 (race together with D4-3500)

For the formation of a new class there are more than six identical cup vehicles necessary to strictly comply with the relevant technical regulations of the cup.

Chevrolet Cruze and Renault Twingo will run on separate races, if more than 14 cars compete together.

Diesel-cars equipped with two-wheel-drive and a supercharged engine with a nominal cylinder capacity of less than 2000 cc and a minimal weight of not less than 1000 kg are accepted in the resp. groups up to 2000 cc.

The Mitsubishi Colt Cup-cars and cars of Renault Clio IV, both according the last valid officially published/submitted technical regulations, are accepted within the group up to 2000 cc.

For all cars:

Drivers are responsible to show at any time during the events the technical regulations according which their car was built.

As GT cars there are also accepted GT1 and GT 2 cars with valid and expired homologation.

### **Division 5**

up to 2000 cc CN and up to 2000 cc, Radical Cars (according to the ERC 2013), and E2-SC, Praga R1 (up to 2000 cc), LMP3 (P3 according rules ACO/Automobile Club de l'Ouest or VdeV Sports, <http://www.vdev.fr>). Ratio weight/power cannot be more like 2,2 kg/hp. All D5 cars must be equipped with front and rear lights.

\* = according the national regulations (for each car a confirmation of the parent ASN must be shown, that the car corresponds with the national regulations) and according the following rules:

The max. noise-limit is 102 dB(A) (+2 dB(A) tolerance).

If the car starts in accordance to the Cup regulations, the entrant must present the relevant technical regulations on any request of the scrutineer.

If there are entered more than 14 D5-cars, the organizer must organize a separate race.

### **5.2 Events counting towards the Championship**

Venues and dates according the FIA-CEZ- Championship-Calendar; see [www.cez-motorsport.com](http://www.cez-motorsport.com)).

Should the number of qualifying events organised finally be less than three, the trophy would be considered as not having taken place.

### **5.3 Organisation of the events**

Due to the FIA CEZ can start only at the circuit with FIA homologation.

The organizer is strictly recommended to organize the event for the CEZ-Championship in two days.

On Friday there can be the free practice and from 12 a.m. the administrative checks and scrutineering.

The entry fee is to the organizer's discretion, but for Junior drivers (drivers that are aged 21 years or younger in the current season) is fixed to 50% of the entry fee of each event.

There will be rolling starts for Division 4 and 5.

If the Division 4 and Division 5 are racing together, their start grid must always be separated. Stewards decide which grid will be placed in front.

#### **5.3 a Organisation of the sprint race**

The number of cars allowed to take part in practice and to start the race is as provided for in supplement N.2 of Appendix O to the Code.

A practice session of 25 minutes must be organised.

The duration of the race shall be 25 minute minimum.

No race should be started later than 3:30 p.m. on Sunday to be respected for the CEZ-Championship.

If technical means are used by the marshals to remove the car to a safe position, this assistance cannot be used to help the driver/car concerned to re-join the race.

#### **5.3 b Organisation of the endurance race**

The number of cars eligible for practice shall depend on the licence of the circuit on which the event is taking place. A practice session of 30 minutes must be organised.

An Endurance race shall be run 1 hour duration. The races should be run on Saturday evening latest to be respected for the CEZ-Championship.

It will be compulsory, in each race, to carry out an obligatory pit stop and change of driver in 2 drivers crew.

Obligatory pit stops must begin between the 25th and the 35th minute (not before 25 min 00 seconds 000 and not after 34 minutes 59 seconds .999) of the race. This period will be indicated by showing a board PIT STOP. The minimum duration of the pit-stop must be 120 sec. If this pit-stop is shorter, the missing time will be tripled and automatically added to the racing time.

A pit stop shall be deemed to have begun upon crossing the line which marks the beginning of pit lane time-keeping.

Exceptionally slow driving or stopping in the fast lane shall be prohibited.

In case of 2 drivers crew driver change must be done only during this obligatory pit stop.



The mandatory Pit Stop shall be carried out in the inner lane.

The obligatory pit stop cannot be carried out when the safety car is deployed or when the race is suspended.

In this case it will be decision of the Clerk of the Course to extend "window" for the obligatory pit stop. This extension will last 5 minutes or 10 minutes. This extension will be communicated via the timing screens or by means of a display board.

During the Pit Stop:

1. The engine must be switched off, in case of any technical intervention, except cleaning the windscreen and cooling openings.
2. In case of 2 drivers these crew drivers must change.
3. All other operations are only permitted after point 2. above was carried out.
4. For all permitted operations, the max. number of mechanics/persons to operate shall be FOUR (4). Teams may have an additional person (Team Manager), who will not be included in the maximum number of 4 mechanics; the exclusive task of this person will be to stop the car before the assigned box and let it go once the operations have finished.  
All mechanics/persons must wear an overall.

Permitted Operations:

1. Change of driver
2. Change of tires and /or compression adjustment
3. Cleaning the windscreen and cooling openings.
4. The adding of oil, water or brake fluid is authorized as well as the brake circuit draining.
5. Small mechanic operations for safety reasons (i.e. fix a fallen bumper, etc) are authorized.
6. In case of necessity, it is allowed to start the car with an external battery.

All these operations cannot be carried out during the refueling operation.

- 1.) The refuelling of cars with refuelling tower is forbidden.
- 2.) Cars with standard tank:

Refuelling is only allowed in the special refuelling area at the end of the pit lane and will be carried out by three team members using cans with max. 25 litres capacity or a rotating system manually operated with max. 60 litres capacity.

A team member must be ready with a fire extinguisher of at least 6 kg capacity. On refuelling, the competitor must ensure, that the car was electrically grounded before and during the refuelling procedure, that the car is standing on its complete wheels, that the engine is switched off, that the safety belts of the driver, if remaining in the car, were released, that no works were done on the cars.

**ALL THESE TEAM MEMBERS MUST WEAR COMPLETELY FLAMEPROOF EQUIPEMENT (OVERALLS, GLOVES, BALACLAVAS AND HELMETS).**

Work on the car is allowed only in the box or designated working area in the pit lane. The engine of the car must be switched off.

#### **5.4 Driving**

If the best qualifying time of a driver/team exceeds 120% of the fastest time in the class, they may not be allowed to take part in the warm up and the race. Under exceptional circumstances the Stewards may permit the car to start the warm up and race.

All qualified drivers must have a place in the race.

Only cars which have covered at least 70% of the distance covered by the winner of the concerned class will be classified.

#### **5.5 Penalty**

The Stewards may impose any penalty according to the ISC.

The maximal cash penalty is fixed to 500 EUR.

The penalty "Drive Through" during the last 10 minutes of an Endurance Race and during the last 5 minutes of a sprint race is fixed to 30 second time penalty, which shall be added to the driver's time concerned.

#### **5.6 Scrutineering**

Each ASN has a right to provide 1 scrutineer for CEZ Championship. If such is provided, this official is fully responsible for all the scrutineering of the cars with the homologation issued from his country.

#### **5.7 Observer**

The FIA Zone provides 1 observer, who is responsible for the running of the event in accordance to these regulations and is responsible for the control of the results. The observer prepares a detailed report of each event, send to every chairmen of the circuit's commissions within FIA CEZ.

## 5.8 Classification

A maximum of 2 heats per event in sprint and only one heat per event in endurance will be taken into consideration for classification of the Zone-Championship (number of heats listed in the CEZ Championship-Calendar, Art. 13). Points for the title will be awarded for each heat in each of the 6 groups mentioned in Art. 5.1 according to the following scale:

25 - 18 - 15 - 12 - 10 - 8 - 6 - 4 - 2 - 1

Note:

- In order to acquire the full amount of points the race must last at least 70% of the indicated min. length
- If the race lasts 50% to 70% of the indicated minimum length, ½ of the points shall be awarded
- If the race lasts less than 50% of the indicated minimum length no points shall be granted
- To qualify for 50% of points a minimum of 3 starters must appear in the group
- To qualify for 100% of points a minimum of 6 starters must appear in the group

The following drivers will be declared winners of the Central European Zone Circuit Championship and Central European Zone Endurance Championship at the end of the year:

- The driver having scored the most points in Group D4 -1600 cc
- The driver having scored the most points in Group D4 -2000 cc
- The driver having scored the most points in Group D4 -3500 cc
- The driver having scored the most points in Group D4 +3500 cc
- The driver having scored the most points in Group GTC
- The driver having scored the most points in Group D5
- The driver having scored the most points in Group E2, -2000 cc (Formula) in sprint race
- The driver having scored the most points in Group Formula 3 in sprint race
- The driver having scored the most points in Group Formula 4 in sprint race
- The driver having scored the most points in Group TWC in race (Div. 6)
- The JUNIOR driver (drivers that are aged 21 or younger in the current season) having scored the most points in any Group

## 5.9 Price giving ceremony

The price giving must take place on the podium immediately after each race and. The ceremony is only for FIA CEZ drivers and for the drivers of National Championship as well as the group of the event organizer

Price giving for the group:

- 1-4 starters: trophy for the winner
- 5 and more starters: trophy for the first 3 drivers

## **Art.6. 2017 FIA CENTRAL EUROPEAN ZONE SLALOM CHAMPIONSHIP**

### **Art.6.1 Eligible Cars**

The Championship will be reserved for

Division 1: Group N (incl. R1) and Group A (incl. R2 and R3, WRC & KITC), S2000, SP (all together)

Division 2: Group E1\*, E2-SH\*, GT

Division 3: Group Standard Production Cars \*\* and Group Improved Standard Production Cars \*\*\* (all together)

\* = according to the national regulation (each car must be accompanied by the confirmation of the home-ASN that the car corresponds with the national regulation).

\*\* = every car must also correspond to the technical regulations for Standard Production Cars of FIA-CEZ.

\*\*\* = every car must correspond to the technical regulations for improved Standard Production Cars of FIA-CEZ

In Italy cars must be equipped with roll cages according App. J/FIA.

### **Art.6.2 Events counting towards the Championship**

Venues and dates according the FIA-CEZ- Championship-Calendar; see [www.cez-motorsport.com](http://www.cez-motorsport.com)).

Should the number of qualifying events organised finally be less than three, the Championship would be considered as not having taken place.

### **Art.6.3 Organisation of the events**

The events are to be organised according to the FIA Sporting Code and its Appendices and the CEZ Slalom regulations.

### **Art.6.4 Classification**

At the end of each of the qualifying events a general classification for every group mentioned in Art. 6.1 will be established. For each of the divisions points will be allocated as follows:

25 - 18 - 15 - 12 - 10 - 8 - 6 - 4 - 2 - 1. If there are less than six starters in a group, half points will be allocated.

In case of a dead heat points falling to the ranks concerned will be added up and allocated in equal parts.

The following drivers will be declared winners of the Central European Zone Slalom Championship at the end of the year:

- The driver having scored the most points in Division 1
- The driver having scored the most points in Division 2
- The driver having scored the most points in Division 3

## **Art. 7. 2017 FIA CENTRAL EUROPEAN ZONE AUTOCROSS CHAMPIONSHIP**

### **7.1 Eligible Cars**

All cars according the actual FIA App. J 279A resp. with some changes acc. national regulations (each of these car must be accompanied by a confirmation of the home ASN that the car corresponds with the national regulations).

The Championship is reserved for:

--TouringAutocross and Group H, passed homologation car, or according CEZ-Rallycross Championship regulations, Art. 8.1/SuperCars (Additionally cars with expired homologation).

#### **- TouringAutocross 1600**

TouringAutocross and Group H according the national regulations with the following exceptions: only two-wheel-drive cars up to 1600 cc (atmospheric engine only); catalytic converter is free; noise limit 100 db; safety devices must conform to actual FIA standards (except: fuel-tank: original one, or tank made of alloy with a max. capacity of 20 litres or homologated Motorsport-tank with homologations expired [plus 4 years]; seats and safety- belts: homologation expired [plus 5 years]). Min. weights (incl. driver and equipment):

up to 1000 cc	750 kg
over 1000 cc and up to 1400 cc	840 kg
over 1400 cc and up to 1600 cc	930 kg

#### **- Buggy1600 (up to 1600 cc)**

#### **- SuperBuggy (over 1600 cc up to 4000 cc)**

#### **- Junior Buggy up to 600 cc**

age of the drivers: 12 – 21 years (the birthday is respected, in any case the driver who reaches the maximum age is allowed to finish the Championship).

For all buggies homologated seats are recommended.

### **7.2 Competition counting towards the Championship**

Venues and dates according the FIA-CEZ- Championship-Calendar; see [www.cez-motorsport.com](http://www.cez-motorsport.com)).

Should the number of qualifying competition organised finally be less than three, the Championship will be considered as not having taken place.

### **7.3 Organisation of the competition**

The competitions are to be organised according to the SPORTING REGULATIONS OF THE FIA EUROPEAN AUTOCROSS CHAMPIONSHIP, FIA Sporting Code and its Appendices.

### **7.4 Classification**

In each of the five divisions, mentioned in Art. 7.1, points will be awarded in accordance with the SPORTING REGULATIONS OF THE FIA EUROPEAN AUTOCROSS CHAMPIONSHIP

The following drivers will be declared winners of the Central European Zone Autocross Championship at the end of the year:

- The driver having scored the most points of TouringAutocross and Group H
- The driver having scored the most points of TouringAutocross 1600
- The driver having scored the most points of Buggy1600
- The driver having scored the most points of SuperBuggy
- The driver having scored the most points of Junior Buggy

## Art. 8. 2017 FIA CENTRAL EUROPEAN ZONE RALLYCROSS CHAMPIONSHIP

### 8.1 Eligible Cars

For all Divisions and classes (if not otherwise defined in the resp. Div./class) is valid:

- Drivers-equipment according valid FIA-Homologations (except SuperTouringCars).
- Cut slick-tyres according definition of FIA App. "J" 2015, Art. 9.2, are allowed.
- The use of a FHR-(HANS®-)System is mandatory to all participants for SuperCars and Super1600 - for SuperTouringCars it is strongly recommended.

SuperCars: 4wd-cars up to 3.500 cc or 2wd-cars (no limits of cubic capacity), conforming to the FIA-RX- regulations 2017 (SuperCars conforming to the FIA-RX-regulations 2012 until 2016 are allowed);

Min. weights (incl. driver and equipment) according FIA App."J", Art.279.

+1600-2000 cc = 1.100 kg; +2000-2500 cc = 1.130 kg; +2500-3000 cc = 1.210 kg;

+3000-3500 cc = 1.300 kg; +3500cc = 1.380 kg

Additionally cars with expired homologation from actually SuperTouringCars, four-wheel-drive, up to 4000 cc, are eligible or 2wd-cars (no limits of cubic capacity), are eligible.

To make sure, that cars from SuperTouringCars can compete with the modern ones, the following exceptions are defined:

- Air-restrictor and safety-equipment according valid FIA rules; dashboard free; cars must be equipped with catalytic converter; noise-limit 100 db.
- Min. weights (incl. driver and equipment): see above.

Super1600: According valid FIA-rules 2014 to 2017 (Homologation-period within CEZ = + 4 years after expiry acc. FIA).

SuperTouringCars (Group H): National regulations with the following exceptions:

only two-wheel-drive cars up to 4000 cc; in case of supercharging a restrictor with the maximum internal diameter of 45 mm is obligatory; catalytic converter is free; noise limit 100 db; safety devices must conform to actual FIA standards (except: fuel-tank: original one, or tank made of alloy with a max. capacity of 20 litres or homologated Motorsport-tank with homologations expired [plus 4 years]; seats and safety-belts: homologation expired [plus 5 years]). Min. weights (incl. driver and equipment):

-1400 cc = 870 kg, +1400-1600 cc = 960 kg; +1600-2000 cc = 1.040 kg; +2000-2500 cc = 1.130 kg;

+2500-3000 cc = 1.210 kg; +3000-3500 cc = 1.300 kg; +3500-4000 cc = 1.380 kg

SuperTouringCars will be divided into the following three divisions:

SuperTouringCars -1600, SuperTouringCars -2000 and SuperTouringCars +2000

These three classes must be run separately.

### 8.2 Competition Numbers

On the lower part of the left and right rear side windows of the car, the national flag of the driver and the driver's surname will displayed between 6 cm and 10 cm high. The two numbers for each rear side window shall be 20 cm high with a stroke width of 25 mm, coloured fluorescent orange (PMS 804). At the top Right side (looking from inside the car) of the front window there shall be a fluorescent orange (PMS 804) competition number (14 cm high) on a clear background. One matt white roof panel (35 cm wide by 35 cm high), must be placed on the roof with the top towards the front of the car. A matt black competition number, 5 cm wide by 28 cm high, will be displayed on this panel,

Competition numbers will be allocated as follows:

Supercars:	1 to 99	Super1600:	101 to 199
SuperTouringcars-2000:	201 to 299	SuperTouringCars -1600:	301 to 399
SuperTouringCars +2000:	401 to 499		

### 8.3 Competitions counting towards the Championship

Venues and dates according the FIA-CEZ- Championship-Calendar; see [www.cez-motorsport.com](http://www.cez-motorsport.com)).

Should the number of qualifying competitions organised finally be less than three, the Championship would be considered as not having taken place.

## 8.4 Organisation of the competitions

The competitions are to be organised according to the FIA-Sporting Code and its Appendices. In case of a common race the organiser must ensure a separate classification for each division.

The competitions will be run according the 2016 SPORTING REGULATIONS OF FIA EUROPEAN RALLYCROSS CHAMPIONSHIP from Art. 15 till Art. 17.

Additionally:

A Joker Lap and a starting grid situated outside the track are recommended.

There will be 3 or 4 Heats at each competition.

Grids for the Semi-/Finals may consist of 6 cars in three rows of two cars (2-2-2).

To be classified the driver must finish in minimum 1 Heat, reaching the same number of laps as the winner of this Heat and he must participate in a second Heat.

A maximum of 2 cars can be move up to Semi-/Final if a driver is not able to start.

The driver who causes a false start in a Heat, Semi-/Final must do the JokerLap for a second time.

If there is no JokerLap available, the driver who causes a false start in a Semifinal or Final will be fined by 10 seconds resp. for a false start in a heat by 3 seconds.

## 8.5 Classification

The classification will be done according the 2016 SPORTING REGULATIONS OF FIA EUROPEAN RALLYCROSS CHAMPIONSHIP Art. 15.

In Division SuperTouringCars class -1600 cc and class -2000 (+1600-2000) cc and class +2000 cc will run separately, each class will get championship points.

The following drivers will be declared winners of the Central European Zone Rallycross Championship at the end of the year:

- The driver having scored the most points in Division SuperCars
- The driver having scored the most points in Division Super1600
- The driver having scored the most points in Division SuperTouringCars-1600
- The driver having scored the most points in Division SuperTouringCars-2000
- The driver having scored the most points in Division Super TouringCars+2000

## **Art. 9. 2017 FIA CENTRAL EUROPEAN ZONE RALLY CHAMPIONSHIP**

### **9.1 Eligible Cars**

The Championship will be reserved for the following groups:

Group 2WD Cars

Production Cars (Class 3 acc. FIA 2013)

Group R5, S2000 Rally, RRC

### **9.2 Events counting towards the Championship**

Venues and dates according the FIA-CEZ- Championship-Calendar; see [www.cez-motorsport.com](http://www.cez-motorsport.com)).

Should the number of qualifying rallies organised finally be less than three, the Championship would be considered as not having taken place.

### **9.3 Organisation of the events**

The events are to be organised according to the FIA-Sporting Code and its Appendices.

### **9.4 Classification**

Points will be awarded, to the principle driver correctly entered or designated as such, according to the scale:

25 - 18 - 15 - 12 - 10 - 8 - 6 - 4 - 2 – 1, in each of the groups mentioned in Art. 9.1.

If there are less than 6 starters ½ points will be allocated.

The following drivers will be declared winners of the Central European Zone Rally Championship at the end of the year:

- The drivers (driver and co-driver) having scored the most points in Group 2 WD Cars
- The drivers (driver and co-driver) having scored the most points in Group Production Cars
- The drivers (driver and co-driver) having scored the most points in Group R5, S2000 Rally, RRC

## Art. 10. 2017 FIA CENTRAL EUROPEAN ZONE HISTORIC RALLY CHAMPIONSHIP

### 10.1 Eligible Cars

The Championship is reserved for vehicles as per App. K:

- **Category 1:**  
Road legal cars built between 1/1/1931 and 31/12/1957 and Touring and GT cars, model homologated between 1/1/1958 and 31/12/1969:  
Class A1 up to 1000 cc (before 31/12/1961),  
Class A2 up to 1600 cc (before 31/12/1961),  
Class A3 over 1600 cc (before 31/12/1961),  
Class B1 up to 1000 cc (after 31/12/1961),  
Class B2 up to 1300 cc (after 31/12/1961),  
Class B3 up to 1600 cc (after 31/12/1961),  
Class B4 up to 2000 cc (after 31/12/1961),  
Class B5 over 2000 cc (after 31/12/1961)
- **Category 2:**  
Touring (T), Competition Touring (CT), Grand Touring (GT) and Competition Grand Touring (GTS) cars of Groups 1 to 4, model homologated between 1/1/1970 and 31/12/1975:  
Class C0 up to 1150 cc  
Class C1 up to 1300 cc,  
Class C2 up to 1600 cc,  
Class C3 up to 2000 cc,  
Class C4 over 2000 cc,
- **Category 3:**  
Touring (T), Competition Touring (CT), Grand Touring (GT) and Competition Grand Touring (GTS) cars of Groups 1 to 4, model homologated between 1/1/1976 and 31/12/1981:  
Class D0 up to 1150 cc  
Class D1 up to 1300 cc,  
Class D2 up to 1600 cc,  
Class D3 up to 2000 cc,  
Class D4 over 2000 cc
- **Category 4:**  
Touring (T), Competition Touring (CT), Grand Touring (GT) and Competition Grand Touring (GTS) cars of Group A, B and N, models homologated between 1/1/1982 and 31/12/1985 (Period J1) and models homologated between 1/1/1986 and 31/12/1990 (Period J2 – see below)  
Class E1 Group A up to 1300 cc  
Class E2 Group A up to 1600 cc  
Class E3 Group A up to 2000 cc  
Class E4 Group A over 2000 cc  
Class E5 Group B up to 1600 cc  
Class E6 Group B over 1600 cc  
Class E7 Group N up to 1600 cc  
Class E8 Group N over 1600 cc

Competitors competing in Category 4 (J1 & J2) are required to comply with the FIA Regulations in Appendix XI of Appendix K.

In case of supercharging (see definition in the current Appendix J), the nominal cylinder capacity of all cars up to and including Period J1 will be multiplied by 1.4 and that of cars of Period J2 by 1.7. Each car will belong to the class corresponding to the fictive cylinder capacity thus obtained.

All cars must be registered for open public road use.

For safety reasons, mid- and rear-engined two-seater racing cars shall not be admitted to the Championship.

A valid Historic Technical Passport (HTP) from FIA or a Zone-member ASN, comparable to the FIA-HTP, must be provided at the scrutineering for every event by the competitor for every car entered; every entry form for an event must be accompanied by a photocopy of the first page of this HTP (other national car passes or documents are not accepted for this Championship).

All cars must be registered for open road use.



## **10.2 Events counting towards the Championship**

Venues and dates according the FIA-CEZ- Championship-Calendar; see [www.cez-motorsport.com](http://www.cez-motorsport.com)). Should the number of qualifying rallies organised finally be less than three, the Championship would be considered as not having taken place.

## **10.3 Organisation of the events**

The total distance of the special stages shall not be less then 50 km and not more then 300 km, with special stages not longer than 30 km each.

The use of any sort of device to warm tyres is forbidden.

## **10.4 Classification**

Points will be awarded, to the principle driver correctly entered or designated as such, in each of the Classes (without consideration of the Categories) mentioned in Art. 10.1 according to the scale:

for classes with 2 or more starters: 25 - 18 - 15 - 12 - 10 - 8 - 6 - 4 - 2 – 1; all others finished = 1 point.

for classes with 1 starter only: 15 points.

Generally European Historic Sporting Rally Championship regulations are applied.

The following drivers will be declared winners of the Central European Zone Historic Rallye Championship at the end of the year:

- The drivers (driver and co-driver) having scored the highest number of points of all class-results.

In case of a tie the drivers with the older car according the HTP will take preference. Any further dispute concerning the age of cars will be decided within the CEZ.

## **Art. 11. 2017 FIA CENTRAL EUROPEAN ZONE KARTING CHAMPIONSHIP**

### **11.1 Eligible Karts**

The Championship will be reserved for the classes:

<u>OK</u>	acc. CIK regulations
<u>KZ2</u>	acc. CIK regulations
<u>Rotax Max Senior</u>	acc. the regulations of the Rotax-Euro-Challenge approved by the CIK
<u>Rotax Max Junior</u>	acc. the regulations of the Rotax-Euro-Challenge approved by the CIK
<u>DD2</u>	acc. the regulations of the Rotax-Euro-Challenge approved by the CIK
<u>DD2 Masters</u>	acc. the regulations of the Rotax-Euro-Challenge approved by the CIK

All technical rules published by the CIK resp. for the Rotax-Euro-Challenge for the year 2017 must be respected.

### **11.2 Events counting towards the Championship**

Venues and dates according the FIA-CEZ- Championship-Calendar; see [www.cez-motorsport.com](http://www.cez-motorsport.com)).  
The max. number of heats per event will be announced in the S.R.

### **11.3 Organisation of the events**

The event has to be organised according to the FIA-Sporting Code and its Appendices and also according the CIK/FIA-regulations and the basic S.R. for this Championship.

### **11.4 Classification**

Points for every heat will be awarded according following scale:  
25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

If there are less than 6 starters = ½ points will be allocated.

For the classifications at the end of the year, the 4 best results of all heats will be taken into account.

At the end of the season a winner of a class must reach at least 50 points to be declared CEZ-Karting Championship; otherwise this title will not be allocated.

The following drivers will be declared winners of the Central European Zone Karting Championship at the end of the year:

- The driver having scored the most points in Class OK
- The driver having scored the most points in Class KZ2
- The driver having scored the most points in Class ROTAX Max Juniors
- The driver having scored the most points in Class ROTAX Max Seniors
- The driver having scored the most points in Class DD2
- The driver having scored the most points in Class DD2 Masters

## **Art. 12. 2017 FIA CENTRAL EUROPEAN ZONE CROSS-COUNTRY CHAMPIONSHIP**

### **12.1 Eligible Cars**

Group T1: according FIA-rules

Group T2: according FIA-rules (Homologation-period within CEZ = +4 years after expiry according FIA)

Group T3: according FIA-rules

Group TH: cars with 2 or 4-wheel-drive; closed bodywork (also vehicles with expired homologations). The competitor for each car entered must provide a Cross-Country-Technical Passport, together with a confirmation of the parent ASN, for the corresponding of this car with the national Cross-Country-regulations.

All cars must correspond to the safety prescriptions of the FIA App. (seat and safety-belts) with the possibility, that homologation of the safety equipment can be expired - just as fuel tanks can be in their original place or can be manufacturer's commercial, setting acc. relevant safety prescriptions. The cars should correspond to the road traffic prescriptions.

### **12.2 Events counting towards the Championship**

Venues and dates according the FIA-CEZ- Championship-Calendar; see [www.cez-motorsport.com](http://www.cez-motorsport.com)).

Should the number of qualifying rallies actually organised be less than three, the Championship would be considered as not having taken place.

### **12.3 Organisation of the events**

The events are to be organised according to the FIA-Sporting Code and its Appendices and especially in conformity with the FIA Cross Country Regulations. Baja-Cross-Country-events and Sprint-events are taken into consideration for this Championship. Events can be set up for 2 or 3 days – including the administrative and technical verifications.

The total distance of the selective sections for each event should be 150 to 500 km; events with more than 300 km overall-length of the special-stages will be classified as Coefficient 2-events (= double-points).

### **12.4 Classification**

Points will be awarded, to the principle driver correctly entered or designated as such, according to the scale:

25 - 18 - 15 - 12 - 10 - 8 - 6 - 4 - 2 – 1, in each of the groups mentioned in Art. 12.1.

If there are less than 6 starters ½ points will be allocated.

The following drivers will be declared winners of the Central European Zone Cross-Country Championship at the end of the year:

- The driver having scored the most points in Group T1
- The driver having scored the most points in Group T2
- The driver having scored the most points in Group T3
- The driver having scored the most points in Group TH

## **Art. 13. 2016 FIA CENTRAL EUROPEAN ZONE DRIFTING CHAMPIONSHIP**

### **13.1 Eligible Cars**

The Championship is reserved for Groups:

“PRO” and  
“SEMI PRO”

All cars based to Article 1.1 of CEZ Technical regulations for Drifting.

- Only cars with rear-wheel drive or all-wheel drive can enter the race.
- Cars belonging to the group “PRO”, and “SEMI PRO” must undergo the obligatory sports cars testing by ASN.

### **13.2 Events counting towards the Championship**

Venues and dates according the FIA-CEZ- Championship-Calendar; see [www.cez-motorsport.com](http://www.cez-motorsport.com)). Should the number of qualifying events organised finally be less than three, the Championship would be considered as not having taken place.

### **13.3 Organisation of the events**

The events are to be organised according to the FIA Sporting Code and its Appendices and the CEZ Drifting regulations.

Drivers will be selected into groups PRO and SEMI PRO based on qualification results in their season`s first competition by judges.

### **13.4 Classification**

- In qualifying rounds, the points are allocated by referees.
- The first 16 drivers with the top rankings will make it to the tandem drives. The winner of the race and other rankings will be determined by the play-off system. The ranking of drivers eliminated in the same round will be based on their ranking after the qualification.
- Points for the title will be awarded for each heat in each of the 6 groups mentioned in Art. 5.1 according to the following scale:  
20 - 17 - 15 - 13 - 12 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1  
(If there are less than 6 starters ½ points will be allocated).

The following drivers will be declared winners of the Central European Zone Drifting Championship at the end of the year:

- The driver having scored the most points in Group “PRO”
- The driver having scored the most points in Group “SEMI-PRO”

**Art. 14. 2017 FIA CENTRAL EUROPEAN ZONE CHAMPIONSHIP CALENDAR**

See [www.cez-motorsport.com](http://www.cez-motorsport.com).