

## **Art. 5. 2015 FIA CENTRAL EUROPEAN ZONE CIRCUIT RACING CHAMPIONSHIP AND ENDURANCE CHAMPIONSHIP**

### **5.1 Eligible Cars**

The Championship is reserved for:

#### **Division 2**

Group E2 - 2000 cc (Formula);

For Formula 3 see also technical regulations for CEZ-Championship.

#### **Division 4**

Group D4 -1600 cc\* (incl. Groups E1, N, A, Kit Cars, S1600, H and F, all together);  
minimal 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);  
minimal car-weight = 900 kg

Group D4 -3500 cc\* (incl. Groups E1/FIA, E1/National, N, A, GT and F, all together);  
minimal car-weights: +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, GTC and F, Supersport, E2SH - 4000 with exc. of DTM, all together)  
minimal car-weight = 1150 kg

For cars over 4000 cc the "Balance of Performance/BOP of the FIA-CEZ 2015" must be respected.

Group GTC cars according the regulations of Porsche Cup resp. Ferrari-Challenge resp.

Lamborghini Super Trofeo, resp. Ginetta Cup,, all by the last valid and officially published/submitted technical regulations; all together. The only exception of the Cup's technical regulations for GTC-cars are the brakes (which are free).

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 is build.

For GT cars: also the GT1 and GT 2 cars with valid and expired homologation are accepted.

#### **Division 5**

CN up to 2000 cc, Radical Cars (according to the ERC 2013, models: SR3, SR4, SR5), and E2-SC up to 2000 cc, Praga R1 (all together).

All D5 cars must be equipped with front and rear lights.

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.

\* = 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 the following rules:

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

Venues and dates according the FIA-CEZ-Championship-Calendar

(updated version = [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.

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

There will be max. 12 events organised.

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 (under 21 years) is fixed to 50% of the entry fee of each event.

There will be rolling start for Division 4 and recommended standing start for Division 2.

If the Division 4 and Division 5 are racing together, their start grid must always be separated.

### **5.3 a Organisation of a 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 30 minutes must be organised.

The distance of all races shall be 50 km minimum and 100 km maximum.

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 rejoin the race.

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

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

An Endurance race shall be run for 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 for 2 driver-crews to change driver there.

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 with "PIT STOP". The minimum duration of an obligatory pit-stop must be 120 sec. If such a 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.

The change of driver for 2drivers-crews 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 and 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.
2. In case of 2drivers crew drivers must change.
3. All other operations are only permitted after 2. above was carried out.
4. For all permitted operations, the maximum 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 refuelling operation

- 1.) The refuelling of cars by refuelling towers 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 litre 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, SOCKS, BACLAVAS 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**

Any car, whose best qualifying time exceeds 120% of the fastest time in the class, 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.

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 in case of Endurance Race and during the last 5 minutes in case of sprint race is fixed to 30 second time penalty, that shall be added to the driver concerned.

#### **5.6 Scutineering**

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

#### **5.7 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 (If there are less than 6 starters ½ points will be allocated).

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