



2016 FIA CENTRAL EUROPEAN ZONE CHAMPIONSHIPS

(REGULATIONS, CALENDAR)

2016 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, Macedonia, Montenegro, Poland, Serbia, Slovenia and Slovakia (to be mentioned as Zone-Countries).

In 2016 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. 13. For every discipline a maximum of 12 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 12, respecting the following:

- If ASNs enter only events for a max. of 2 disciplines, the board may accept one additional event from these ASNs.
- If there are less than 10 events entered then all ASNs may forward a 2nd event for that Championship.
- 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.

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 sport, 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 to the secretariat of the Zone (osk@oeamtc.at) at least 45 days before the event is due to start to be published at 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 entered 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 (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 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. If such

an entrant/ driver will not present himself at the verification of the event and did not excuse himself in written form before, he 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.

Only those drivers who have taken part in at least one event under the sovereignty of another ASN then his parent one in the respective discipline will be classified at the final results of the Zone-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 a Zone-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 (1st place, 3rd 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 with 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), 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. 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 13th November 2016.

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 1st 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 1st placed drivers will be declared winner of the Nations Trophy of the respectively year. In case of ties the higher number of 2nd placed drivers and following the higher number of 3rd placed drivers will decide. The representatives of the ASNs placed 1st, 2nd and 3rd 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 Zone-Championship will be administered and recorded by the Austrian ASN (OEAMTC/OSK – see also website: www.cez-motorsport.com). All communications by the entrants/drivers should be done via their home-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): 25th 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 15th 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. 2016 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 home 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 (updated version = 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. 2016 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 (updated version = 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 than 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. 2016 FIA CENTRAL EUROPEAN ZONE CIRCUIT RACING CHAMPIONSHIP AND ENDURANCE CHAMPIONSHIP

5.1 Eligible Cars

The Championship is reserved for:

Division 2

Group E2/SS – 1600 cc

Group E2/SS - 2000 cc

Formula 3:

Cars of 2014, 2015 and 2016 corresponding with the FIA F3-regulations.

Further on F3-cars from 2002 up to incl. 2013, conforming with the FIA regulations and corresponding to FIA-App.J, Art. 275 (F3) or Art. 277 (F free) of the year of constructions (models). The weight for these cars with driver on board (incl. his personal drivers equipment) must be at least 560 kg at any time of the events.

Updates are allowed.

The following engines are allowed:

- All FIA homologated F3-engines up to 2016 (incl)

- Opel OPC

- Fiat FTP acc.regulations 2012 (F3 Italy)

- Toyota 3S.GE-SXE10 with the specific configuration for F3 Open 2015.

These engines must be sealed by the Tuner and must correspond to the engine regulations.

ECU, Motronic and Data recording: optional for F3-cars 2002 up to 2013 (incl.).

Formula 4

Division 4

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

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

Group D4 -2000 cc special (incl. Groups E1/FIA, E1/National, N, A, Kit Cars, ST, SP, S2000, ETCC, H and F, all together);
minimal car-weight in accordance to FIA

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 4 +3500 cc* (incl. Groups E1/FIA, E1/National -4000 cc, N, A, GT, GTC and F, 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 2016" 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.

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: GT1 and GT 2 cars with valid and expired homologation and actual BOP-FIA CEZ are accepted.

Group D4 -1600, group D4 -2000 may start all together on separate race D4 -2000cc.
Group D4 -2000 special, group D4 -3500 and group D4 +3500 may start all together on separate race D4 +2000cc.

Division 5

CN -3000cc, Radical Cars -4000cc (according to the ERC 2013), and E2-SC -4000cc (inkl. KTM X-Bow according to the regulations X BB*/X-Bow Battle – OSK or X-Bow Battle – CZ), Praga R1 cup -3500cc*, CM/FFSA*, CM/National*,.

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

It is recommended, that the Division 4- and Division 5 +2000 cc-cars have separate races.

* = according the national regulations (for every car a confirmation of the parent ASN must be shown, that the car corresponds with the national regulations) and 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.
- The safety equipment (as safety cages, rollbars, seats, belts) must correspond to FIA App."J" for the relevant Group.

5.2 Events counting towards the Championship

Venues and dates according the FIA-CEZ-Championship-Calendar (updated version = 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

For organizers 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 for every event.

There will be rolling start for Division 4 and 5 and recommended standing start for Division 2.

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

Prize Givings at the events:

The Prize Givings must take place on the podium immediately after every race and the ceremonies are only for CEZ-drivers and for the drivers of the National Championships as well as for the group of the event organizer.

Prize Giving for the group:

for 1-4 starters: Trophy for the winner

for 5 or more starters: Trophy for the first 3 drivers.

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 25 minutes must be organised.

The duration of the races shall be 25 minutes 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 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 refueling 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.

All qualified drivers must have a place in the race concerned.

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

Every 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.

Note:

- To acquire the full amount of points, a race must at least have been run for 70 % of the indicated min.duration.
- If a race lasts for 50 to 70 % of the indicated min. duration, ½ points will be allocated.
- If a race lasts less than 50 % of the indicated min. duration, no points will be granted.
- Full points will be allocated if there are a min. of 6 starters in the resp. group.
- ½ points will be allocated if there are a min. of 3 starters in the resp. group;
- if there are less than 3 starters no points will be granted.

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 JUNIOR driver (drivers at the age of 21 or younger; in the current season) having scored the most points in any of the groups

Art.6. 2016 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 (updated version = 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. 2016 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 ccm	750 kg
over 1000 ccm and up to 1400 ccm	840 kg
over 1400 ccm and up to 1600 ccm	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 (updated version = www.cez-motorsport.com).

Should the number of qualifying competition organised finally be less than three, the Championship would 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. 2016 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 for 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 2015 (SuperCars conforming to the FIA-RX-regulations 2012 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 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 2014/2015 (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 the case of supercharging a restrictor with the max. 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 acc. Rallycross Challenge Europe (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 two divisions:

SuperTouringCars -2000 (class -1600 cc and class +1600 cc; both classes will run together, but for each of these classes Championship points will be allocated separately. At the end of the year the driver having scored most of the points will be the winner of Division Super TouringCars -2000)

and

SuperTouringCars +2000

8.2 Competition Numbers

The figures according FIA-RX-Challenge-Regulations 2015 with the following numbers

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

8.3 Competitions counting towards the Championship

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

(updated version = 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 every division.

The competitions will be run according the 2015/2016 rules of the Rallycross Challenge Europe.

Additionally:

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

3 heats will be run at the Championship-events.

The number of allocated points for the heats is up to the number of drivers allowed to start in the resp. Division.

Grids for the Semi-/Finals may consist of 6 cars in three rows of two cars (2-2-2) or 8 cars in three rows (3-2-3).

To be classified, the driver must finish a minimum of one heat (by the same number of laps as the winner of this heat) and must also participate in a second heat.

One resp. a max. of two starters may be moved up to the Semifinal resp. Final if one or more drivers are not able to start.

If a driver causes a false start he has to do the Joker lap for a second time (for Heats, Semifinals and Finals).

If there is no JokerLap foreseen, 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

In each of the four divisions, mentioned in Art. 8.1, points will be awarded in accordance with the actual Rallycross Challenge Europe regulations

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-2000
- The driver having scored the most points in Division Super TouringCars+2000

Art. 9. 2016 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 (updated version = 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 Rallye 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. 2016 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 up to 2500 cc,
Class C5 over 2500 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 (updated version = 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 than 50 km and not more than 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. 2016 FIA CENTRAL EUROPEAN ZONE KARTING CHAMPIONSHIP

11.1 Eligible Karts

The Championship will be reserved for the classes:

<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

All technical rules published by the CIK resp. for the Rotax-Euro-Challenge for the year 2016 must be respected.

11.2 Events counting towards the Championship

The CEZ Karting Championship will be run in five events, venues and dates according the FIA-CEZ-Championship-Calendar

(updated version = www.cez-motorsport.com).

The max. number of heats per event will be announced in the S.R. of the first event and will be valid for all following events of this season.

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.

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 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

Art. 12. 2016 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 (updated version = 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 CHAMPIONSHIP CALENDAR

See www.cez-motorsport.com.