

Art. 11. 2020 FIA CENTRAL EUROPEAN ZONE CROSS COUNTRY CHAMPIONSHIP

11.1 Eligible Cars

- Group T1 - according FIA-rules
- Group T2 - according FIA-rules (also cars with expired homologations) and/or according to ASN national regulations (cars with national ASN's homologations and cars with expired homologations).
- Group T3 - according FIA-rules.
- Group T4 - mechanically propelled single-engine land vehicles with 4 wheels, propelled by their own means, and of which the propelling device and steering are controlled by a driver on board the vehicle. These vehicles must be produced in at least 500 units in 12 consecutive months and must be registered in one country and must comply with the International Convention on Road Traffic.
 - The 4-wheel drive and the 2-wheel drive vehicles are allowed.
 - Normally aspirated petrol engines and supercharged petrol engines are allowed. The maximum cylinder capacity is set at 1050 ccm (uncorrected cylinder capacity). Since 01.01.2020 supercharged petrol engines will have to be fitted with an air restrictor with a maximum internal diameter of 25 mm.
 - The minimum weight is set at 850 kg. This is the weight of the vehicle without fuel at any time during the competition, with 1 spare wheel. The engine cooling fluid and lubrication oil as well as the brake fluid must be at their normal levels.
 - The maximum speed for SSV vehicles is 130 kph. It is the competitors' responsibility to abide by this limit.
- Group T5 - according to FIA-rules and/or according to ASN national regulations. This group will be allowed to start only when the organisational conditions of competition allow it.
- Group TH - cars with 2 or 4-wheel-drive; closed bodywork (also vehicles with expired homologations).

Air restrictor, suspension travel limit and minimum weight according to actual FIA Cross-Country Rallies General Prescriptions and actual Art. 285 of App. J. Turbocharged petrol engines are allowed with air restrictor in compliance with actual Art. 284-6.1 of App. J and maximum internal diameter of 32 mm. For vehicles with turbocharged petrol engines the cylinder capacity multiplying coefficient is 1.7.

Each car without valid FIA Technical Passport must be accompanied by a confirmation of the parent ASN that the car corresponds with the required FIA regulations.

All cars must correspond to the safety prescriptions of the FIA App. J with the possibility, that homologation of the safety equipment can be expired (no more than 5 years from the date of expire) - just as fuel tanks can be in their original place or can be manufacturer's commercial or approved by ASN, setting acc. relevant safety prescriptions. For cars from Groups T1, T2, T3 it is obligatory to use extinguishing systems homologated by FIA (FIA Technical Lists n° 52 or n° 16).

The cars should correspond to the road traffic prescriptions.

11.2 Events counting towards the Championship

Venues and dates according the FIA CEZ Championship Calendar; see 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.

11.3 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 600 km; events with more than 300 km overall-length of the special stages will be classified as Coefficient 2 (= double-points).

11.4 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. 11.1.

If there are less than 6 starters $\frac{1}{2}$ 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 T4
- The driver having scored the most points in Group T5
- The driver having scored the most points in Group TH