



2020
FIA CENTRAL EUROPEAN ZONE
CHAMPIONSHIPS

(REGULATIONS)

2020 FIA CENTRAL EUROPEAN ZONE CHAMPIONSHIP

Art.1 General Conditions

1.1 General Provisions

According to FIA Appendix Z 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, Malta, Montenegro, Poland, San Marino, Serbia, Slovenia and Slovakia (to be mentioned as Zone Countries).

In 2020 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, Slalom and Drifting 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 published on website of CEZ. For every discipline a maximum of 16 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, but no additional event must be added after January 31, 2020.

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 15, 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.
- The max. number of 16 events per discipline will never be increased by such decisions..

If necessary for exceptional reasons, a movement of events (dates and/or locations) may be applied by the home ASN during the season, but to free dates only and this must be announced 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 nominated from one of the other CEZ ASNs (with exception of Slalom and Drifting 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 (automobily@autoklub.cz) 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.

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 or first drivers of crew 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. 8.4).

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 practice).

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 (1st place, 2nd 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 every one 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: kopecky@autoklub.cz), 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 12th November 2019.

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 CEZ-Championship is administered by the Czech ASN (A.C.C.R., 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): 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 30th 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 obligatory for all discipline except Historic cars (not valid for FIA classes only, where FHR is obligatory), Rallycross (STC), Autocross (national cars), slalom, karting, Cross Country (SSV) and drifting where is strongly recommended to all participants in CEZ events.

Art. 3. 2020 FIA CENTRAL EUROPEAN ZONE RALLY CHAMPIONSHIP

3.1 Eligible Cars

- CEZ1 - 4WD + RGT cars + 2WD over 2000 cc
 - CEZ3 - 2WD cars
- All cars with following cylinder capacity:
- petrol engine - corrected cylinder capacity up to 2000 cc
 - diesel engine - nominal cylinder capacity up to 2000 cc

3.2 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 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.

3.4 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. 3.1.

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 CEZ1
- The drivers (driver and co-driver) having scored the most points in CEZ3

Art. 4. 2020 FIA CENTRAL EUROPEAN ZONE HILL CLIMB CHAMPIONSHIP

4.1 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).

4.2 Events counting towards the Championship

Venues and dates according the FIA CEZ Championship Calendar; see www.cez-motorsport.com).

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

4.3 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.

4.4 Classification

At the end of each qualifying event a general classification for each Division mentioned in Art.4.1 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. 5. 2020 FIA CENTRAL EUROPEAN ZONE CIRCUIT RACING CHAMPIONSHIP AND ENDURANCE CHAMPIONSHIP

5.1 Eligible Cars

The Championship is reserved for:

DIVISION 2

Eligible groups:

- **Formula 4 cars**
 - according to the Art. 274 of applicable (period specific) FIA App. J with safety equipment according to 2019 App. J;
 - Minimum weight of the car must not be less than 570kg
 - For F4 cars maximum high is 950 mm
 - minimum age of a driver is 15 years
- **E2-SS up to 1600 cc**
 - Formula cars, Single Seater Cars according to the Art. 277 of FIA App. J,
 - National Formula and "School" Formula according a relevant regulations
 - Minimum weight of cars E2 -1600 cc is 530 kg (including the driver wearing his full equipment).
- **E2-SS-2000 cc (Formula Open)**
 - Formula cars according to the Art. 277 of FIA App. J
 - All those cars must have a minimum weight of 555 kg (including the driver wearing his full equipment).
- **Formula Renault 2.0 (FR 2.0) according to the regulations for FR 2.0:**
 - FR 2.0 cars must comply with the technical regulations for the year of manufacture in question. Approved regulatory updates are allowed.
 - Chassis: FR 2.0 from 2000 until 2019
 - Minimum weight of the car must not be less than one specified for a given model by FR 2.0
 - 2000-2009 – 565 kg
 - 2010-2013 – 585 kg
 - 2013-2018 585 kg
 - Technical regulation of the period including the driver and his complete safety equipment.
- **Formula 3 cars:**
 - according to the Art. 275 of applicable (period specific) FIA App. J with safety equipment according to 2019 App. J
 - Formula 3 cars of 2014, 2015, 2016, 2017 and 2018 correspond with the FIA F3 Regulation.
 - All Formula 3 cars from 2002 up to inclusive 2013, must be in accordance with the FIA regulations and correspond to appendix J of FIA ISC article 275 (Formula 3) or art. 277 (Formula free) of the years of construction (models);
 - Formula 3 cars from Euro Formula Open (Spain) must be in accordance with the regulation for, Euro Formula Open of 2018 (578 kg minimum weight including the driver wearing his full equipment).
 - Exceptions:
 - Formula 3 vehicles built until 2011 with driver on board including his personal drivers' equipment is not allowed to be less than 560 kg at any time of the event.
 - Formula 3 vehicles constructed from 2012 to 2018 with a permissible engine must be in accordance with the FIA weight regulations of 2016 (565 kg minimum weight including the driver wearing his full equipment).
 - Permissible engines:
 - FIA homologated engines for F3 from 2013 on with 28 mm restrictor are not allowed
 - All FIA homologated Formula 3 engines up to incl. 2013 with Air restrictor max 26 mm
 - Opel OPC with Air restrictor max 27 mm
 - Fiat FPT Regulations 2012 (F3 Italy) with Air restrictor max 31 mm
 - Toyota engine 3S-GE-SXE10 with the specific configuration for F3 Open 2015 with Air restrictor max 31 mm
 - ECU, Motronic and Data recording:
 - For F3 cars 2002 up to incl. 2013 is optional.
 - High of the rear wing:
 - For F3 cars max high of the rear wing is 930 mm.

DIVISION 4

Eligible groups:

- **D4 TC** E1FIA / E1Nat / E2SH up to 1600, 2000 and 3500 ccm, class TCR
- **D4 GT** , class GT3, class GTC, class GT4 and E1/E1 National+3500
- **D4 TWC** class TWC1, class TWC2, class TWC3, class TWC4, class TWC5

Eligible cars:

- **E1 FIA** according to E1 regulations, see FIA App. J Art. 277 and BOP compliance
- **E1 National** according to E1 National regulations and FIA App. J Art. 277 and BOP compliance
- **E2SH** according to E2SH regulations, see FIA App. J Art. 277 and BOP compliance, (except for DTM cars)
- **TCR** **according to TCR regulation and BOP compliance**
- **GT3** according to GT3 regulations, see FIA App. J Art. 257, and applicable homologation form and BOP compliance with data recorder
- **GTC** according to applicable GTC regulations and BOP compliance
- **GT4** according to applicable GT4 regulations and ASN homologation form
- **TWC1** Renault Clio Cup IV cars according to cup regulations
- **TWC2** Renault Clio Cup V cars according to cup regulations
- **TWC3** Chevrolet Cruze Cup cars according to cup regulations
- **TWC4** Renault Twingo Cup cars according to cup regulations
- **TWC5** Mazda MX 5 Cup cars according to cup regulations

➤ **Minimum weight**

Minimum weight = weight of the car incl. operating fluids, without fuel (allowed fuel volume for mandatory checks is max. 3 l), without driver and his safety equipment. The car must comply with the minimum weight according to applicable regulations or according to the BOP value specified by CEZ Working Group (E1, E1 National, E2SH) at the time of scrutineering, at all times during the race and within Parc Fermé time.

➤ **Engine capacity and minimum weight for E1, E1 National, E2SH:**

- Engine capacity

E1 max. 7000 ccm

E2SH max. 4000 ccm

- Minimum weight

Corrected cubic capacity (ccm)	Minimum weight (kg)
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- 1600	800
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+1600 - 2000	900
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+2000 - 2500	960
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+2500 - 3000	1030
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+3000 - 3500	1100
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+3500 - 4000	1150
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+4000 - 5000	1240
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+5000	1340
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➤ **BOP**

The CEZ Working Group reserves the right for all groups of D4 division to immediately introduce or change respected BOP (minimum weight, intake restrictor diameter, turbocharger pressure).

The proposal of BOP for CEZ events:

a) **GT3 cars homologated before 31/12/2015**

GT3 2015 cars and older must respect the latest issued BOP regulations for a given car from Blancpain, ADAC GT Masters, GT Open championships.

b) **GT3 cars homologated from 01/01/2016**

GT3 2016 cars and younger cars must respect the 2019 BOP regulations for the first race of 2020 season and 2020 BOP for a given Blancpain, ADAC GT Masters, GT Open Championship car. The BOP for Gentlemen classes of Blancpain, ADAC GT Masters, GT Open Championship car will be not respected for 2020 season.

All GT3 cars must be equipped with scrutineering data recorder.. For scrutineering purposes, it will be required that all GT3 cars 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 race **with assistance of a Chief Scrutineer**. Failing to deliver data in time or bad quality of datasets may result into sporting penalties.

c) GTC cars:

GTC cars must respect BOP (minimum weight, intake restrictor diameter, turbocharger pressure) according to their current Cup regulations or 2019 Cup regulations, for the first race of 2020 season.

d) E1/E1 National, E2SH cars with engine capacity over 4000 ccm:

For E1 / E1 Nat. cars the BOP could be determined by the CEZ according to engine displacement, type of aspiration and weight one month before the first 2020 season race start.

Specific regulations:

1. Class GTC

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

For the formation of a one-off GTC class they are more than six identical cup vehicles necessary to strictly comply with the relevant technical regulations of the cup

2. Class GT3

Fire extinguishers for GT3 cars: All cars must be equipped with an extinguishing system. The system must be used in accordance with the manufacturer's instructions and with Technical Lists n° 16 or 52, and in accordance with Article 253-7.2 with an exception of the means of triggering.

3. Class E1/E1 National, E2SH

Classes E1 / E1National and E2SH are listed in CEZ only until the end of 2021.

4. Class TWC 4

If there are more than 16 TWC 4 cars entered to the race, the organizer must organize a separate race.

5. Class TWC

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

Additional regulations for division D4:

All D4 cars must be equipped with two headlights, two red stop lights, two rear red lights, rain light and rear sidelights. All lighting equipment must be in working order throughout the competition. For safety reasons, it is obligatory for headlights to produce white or yellow beam.

For all D4 cars is recommended to be equipped with catalytic convertor.

DIVISION 5

Eligible cars:

- **CN** up to 3000 ccm,
- **CN2** according to FIA regulations – max. engine capacity 1620 ccm, turbo
- **Radical Cars** according to the ERC 2013 up to 3500 cc including SR8
- **E2-SC** up to 3000 cc,
- **Supersport KTM X-Bow, KTM – X Bow**
- **Praga R1** with max. diameter of restrictor 41 mm - according to Praga R national technical regulations,
- **SCC** according to regulations for SCC (max. capacity up to 5000 cc, stock engine, sealing...)
- **LMP3** according to tech. regulations of ACO/Automobile Club de l'Ouest,
- **LMP2** according to tech. regulations of ACO/Automobile Club de l'Ouest before 01/01/2017.

Additional regulations for division D5:

All D5 cars must be equipped with two headlights, two red stop lights, two rear red lights, rain light and rear sidelights. All lighting equipment must be in working order throughout the competition. For safety reasons, it is obligatory for headlights to produce a white or yellow beam. For all D5 cars is recommended to be equipped with catalytic convertor.

* = according to the national regulations (for each car a confirmation of the domestic ASN must be shown that the car complies with the national regulations) and according to 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 competitor must present the relevant technical regulations on any request of the scrutineer.
- If there are more than 10 D5 cars entered to the race, the organizer must organize a separate race.

For all cars:

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

5.2 Events counting towards the Championship

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

Every driver with a valid licence from the CEZ Zone countries that starts in the FIA CEZ Trophy race will automatically be classified in the respective group or class where his car is assigned as per CEZ rules in the results of the specific race.

5.3 Organisation of the events

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

Organiser with Stewards will make a decision about a group of the cars how they will start together.

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 has to 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 for every sprint race.

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 driver's 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 obligatory 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. Tyres compression adjustment / change tyres forbidden, only puncture
3. Cleaning the windscreen and cooling penning's.
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.

- a) The refuelling of cars with refuelling tower is forbidden.
- b) Refuelling is only allowed in the special refuelling area 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 FLAME PROOF 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 group or TWC classes, if participating, 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 group or TWC classes 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 five 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 CEZ Working Group provides 1 observer (second steward, no from hosting ASN) and CEZ Technical Delegate, 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 chairman of the Working Group 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). Points for the title will be awarded for each heat in General classification and each group of Division 2, in each class of group D4 TC, in General classification and each class of group GT and each class of group TWC, in group Division 5 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 up to 5 starters must appear in the group or class
- To qualify for 100% of points a minimum of 6 starters must appear in the group or class

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 of all class results of D4 TC
- The driver having scored the most points of group D4 GT
- The driver having scored the most points in class GT3
- The driver having scored the most points in class GTC
- The driver having scored the most points of all class results of D4 TWC
- The driver having scored the most points in Group D5
- The driver having scored the most points in Division 2
- The driver having scored the most points in Group E2 -1600 cc in sprint race
- The driver having scored the most points in Group E2 -2000 cc in sprint race
- The driver having scored the most points in Group Formula Renault 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

Should there be less than 10 drivers classified in the final result of a group or a category of CEZ-Championship, this Championship will be declared null and void.

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 groups and classes:

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

Art. 6. 2020 FIA CENTRAL EUROPEAN ZONE AUTOCROSS CHAMPIONSHIP

6.1 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).

Diesel-engines will not be allowed in CEZ-events from 1. 1. 2022.

The Championship is reserved for:

➤ TouringAutocross

TouringAutocross and Group H, passed homologation car, or according CEZ Rallycross Championship regulations, Art. 7.1/SuperCars (Additionally cars with expired homologation).

➤ TouringAutocross1600

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 FT3 tanks and a leak-proof, non-inflammable bulkhead by this tank are recommended.

6.2 Competition counting towards the Championship

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

6.3 Organisation of the competition

The competitions are to be organised according to the 2019 SPORTING REGULATIONS OF THE FIA EUROPEAN AUTOCROSS CHAMPIONSHIP, FIA Sporting Code and its Appendices.

At least one of the Stewards must be nominated from one of the other CEZ ASNs. The foreign Steward must send the results and all the important documents to the secretariat of the CEZ till 48 hours by e-mail.

6.4 Classification

In each of the five divisions, mentioned in Art. 6.1, points will be awarded in accordance with the SPORTING REGULATIONS OF THE FIA 2019 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. 7. 2020 FIA CENTRAL EUROPEAN ZONE RALLYCROSS CHAMPIONSHIP

7.1 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.
- Fire extinguisher systems are recommended.
- Diesel-engines will not be allowed in CEZ-events from 1. 1. 2022.

SuperCars: 4WD-cars up to 3.500 cc or 2WD-cars (no limits of cubic capacity), conforming to the FIA RX regulations 2020 (SuperCars conforming to the FIA RX regulations 2012 until 2019 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;

+3500 cc = 1.380 kg.

Additionally cars with expired homologation from actually SuperTouringCars, 4WD, 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 2020 (The cars must be homologated in the Year 1996 or later acc. FIA).

SuperTouringCars (Group H): National regulations with the following exceptions: only 2WD 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.

Engines with variable valve timing and variable camshaft timing are allowed.

SuperTouringCars will be divided into the following three divisions:

STC-1600, STC-2000 and STC+2000

These three classes must be run separately.

7.2 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		

7.3 Competitions counting towards the Championship

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

At least one of the Stewards must be nominated from one of the other CEZ ASNs. The foreign Steward must send the results and all the important documents to the secretariat of the CEZ till 48 hours by e-mail.

7.4 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 2020 SPORTING REGULATIONS OF FIA EUROPEAN RALLYCROSS CHAMPIONSHIP from Art. 15 till Art. 17, FIA Sporting Code and its Appendices.

Additionally:

If a competitor wishes to participate within a Division where he is already classified with a replacement car with a lower engine capacity, he has to respect the weight of the relevant class of this Division.

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 Joker Lap for a second time.

If there is no Joker Lap available, the driver who causes a false start in a Semi-final or Final will be fined by 10 seconds resp. for a false start in a heat by 3 seconds.

A judicial camera is obligatory. Throughout the Competition, all Competitors must have installed in their car a judicial camera. It is the responsibility of each Competitor to ensure that the camera is positioned in such a way that the track and the steering wheel are clearly visible, that the camera batteries are sufficiently charged and that the SD recording card is in place and has sufficient capacity to record all of the races. The penalty (up to exclusion from the Competition) for non-compliance will be at the discretion of the stewards. The weight of the camera system is included in the minimum weight of the car. The onus is on the Competitor to ensure the judicial camera is switched on and recording for all practice sessions, races, Semi- Finals and Finals. The camera must work as soon as the car enters the pre-grid area and must not be switched off until it returns to the paddock. Championship officials must be able to access the footage at all times during the Competition following a protest or otherwise. The images must be viewed using the equipment (computer) of the Competitor, who must ensure this equipment is working.

7.5 Classification

The classification will be done according the 2019 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 STC-1600
- The driver having scored the most points in Division STC-2000
- The driver having scored the most points in Division STC+2000

Art. 8. 2020 FIA CENTRAL EUROPEAN ZONE KARTING CHAMPIONSHIP

8.1 Eligible Karts

The Championship will be reserved for the classes:

<u>OK</u>	acc. CIK regulations
<u>OK Junior</u>	acc. CIK regulations
<u>KZ2</u>	acc. CIK regulations
Rotax Micro MAX	acc. the regulations of the Rotax MAX Challenge (RMC) approved by the CIK and some additional provisions specified in this regulations
Rotax Mini MAX	acc. the regulations of the Rotax MAX Challenge (RMC) approved by the CIK and some additional provisions specified in this regulations
<u>Rotax Max Senior</u>	acc. the regulations of the Rotax MAX Challenge (RMC) approved by the CIK and some additional provisions specified in this regulations
<u>Rotax Max Junior</u>	acc. the regulations of the Rotax MAX Challenge (RMC) approved by the CIK and some additional provisions specified in this regulations
<u>DD2</u>	acc. the regulations of the Rotax MAX Challenge (RMC) approved by the CIK and some additional provisions specified in this regulations
<u>DD2 Masters</u>	acc. the regulations of the Rotax MAX Challenge (RMC) approved by the CIK and some additional provisions specified in this regulations

All technical rules published by the CIK resp. for the Rotax MAX Challenge for the year 2020 must be respected with the exception of the specific rules prescribed in CEZ regulations

8.1.1. Specific technical prescriptions for ROTAX classes in CEZ championship

Eligible engines

The engines from the Authorized Rotax Distributor of the territory of the entrants ASN are the only ones that are allowed to be used, unless the engines are provided by the organizer (Lottery engines).

For the classes Rotax MicroMAX, Rotax MiniMAX, Rotax MAX Junior and Rotax MAX Senior the 34 drivers in each class will have to use the engines and carburettors supplied by the organizer of the event and given by one of the predefined Authorized Rotax Distributors (Lottery Engines). The engines will be distributed by a draw before the official start of the event (Friday evening). The time of the draw has to be announced in the supplemental regulations. The rent fee for engine and carburettor with VAT has to be specified in S.R. and has to be within the following range: Micro and Mini 150 – 180 EUR; Junior and Senior 200 – 240 EUR; the prices defined here are with VAT. If more than 34 drivers are entered into the event for one class the organizer of the event together with the ASN has to define 34 drivers that have to rent the engine in that class, based on the CEZ ranking and on the rankings in the National championships that are driven together. The list of drivers that have to rent the engine has to be given together with the list of entries. Beside for the predefined 34 drivers, the organizer of the event must provide the "Lottery engine" to any other driver (not specified in the list of drivers that rent the engine) that wishes to take the Lottery Engine. The driver not listed on the list of drivers that have to rent the engine has to express his wish to take the Lottery engine by contacting the organizer in advance. The organizer of the event has to make sure that it has in his possession at least the required number of engines and carburettors plus three (3) (34 + all drivers that want to take the engine and are not on the list + 3). In a case when the Lottery engine is broken during the event the driver will draw another engine from the pool of engines that were not assigned at the main draw. The decision to allow a new engine to be drawn and the organization of the draw will be made by two supervising officials specified in the S.R. of the event. In a case when there is a clear lack of power of the Lottery engine, two supervising officials may allow the change of engine or carburettor. The new engine or carburettor has to be assigned by a draw from the pool of engines and carburettors that were not assigned at the main draw. The organization of the draw will be made by two supervising officials specified in the S.R. of the event. The supply of Lottery engines to the organizer of the event will be made by the Authorized Rotax Distributors of one of the countries within CEZ members. The lottery engines have to be prepared according to the Rotax global regulations and completely sealed without the clutch, while the radiator can and does not have to be on the engine. The squish of the engine does not have to be in line with Rotax global regulation, but the distributor has to confirm that all engines have similar power outputs. The protest on the parts of the lottery engine covered by the seal is not possible.

Carburettor: The organiser of the event in the S.R. has to specify the minimum diameter of the main jet for each Rotax class. If the conditions are such that the change is required, the minimum diameter of the main jet may be changed during the event. The change has to be defined by a bulletin of the

S.R. and has to be properly distributed at the event. The minimum diameter will be checked by a plug gauge and not by a marking on the main jet.

Fuel: Organizer of the event can specify one gas station and one fuel from that station (close to the track) that will be used as an official fuel for the event. In all Rotax classes fuel has to be mixed for at least first five, recommendation for all.

Oil: From the two possible oils in the International RMC regulations ONLY XPS DYE oil is allowed.

Chassis MicroMAX and Mini MAX: In addition to the CIK-FIA homologated chassis, all older chassis that are in line with the old ACI-CSAI homologation are allowed.

8.1.2. Tyres

All dry tyres used on the event must be supplied by the organizer and must be in accordance with the regulations for the specific class. The organizer has to specify the prices of the tyres in the S.R. of the event. The organizer has to provide the additional tyres for practice session for the same price.

For Rotax classes the prices of tires will be set as standard retail price of the tyre plus VAT that depends on the country of the organizer. The list of retail prices will be defined in December and will be shared between the members of the working group and by the organizers of the events.

For OK, OK Junior and KZ2 a single tyre manufacturer will be chosen for the entire championship. From that manufacturer only the homologated tyre, prime type, is allowed. The tyre manufacturer for the CEZ championship will be defined by the CEZ Karting working group by the end of the 2019.

The number of slick tyres for one event is restricted to one complete set plus one additional tyre. These tyres must be used from qualifying practise and must be new on qualifying practise, if the dry tyres are used. The number of wet tyres is not limited (free) and can be used according to the CIK-FIA General prescriptions, Article 2.14 s).

8.2 Events counting towards the Championship

Venues and dates according the FIA-CEZ- Championship-Calendar; see www.cez-motorsport.com. An individual CEZ event does not have to include all the classes specified in point 11.1. At the time of the entry of the event into the CEZ calendar the ASN that proposes the event has to specify for which classes the event will be held. The S.R. that will follow also have to specify the classes that count for the CEZ championship.

8.3 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. The format of the S.R will be unique and will be available through the CEZ secretariat. The main officials of the event (one steward, Clerk of the Course, Race director, and Chief scrutineer) have to be taken from the list of CEZ officials for karting approved by the CEZ committee.

If the event is organized together with national championship the CEZ Regulations must be enforced. Drivers which compete only on National event must comply with CEZ regulations except for:

- Drivers that belong to ASN that is not in CEZ-ZONE but can drive for National championship can drive together.

- In Rotax MicroMAX Class, the obligatory use of new tyres supplied by organizer can be waived if the national championship allows the use of used tires.

If any of the above mentioned exceptions are applicable the driver cannot count for the CEZ Championship.

The list of entered drivers has to be made publicly available at least 48 h before the beginning of the event. The drivers that are not on the list of entered drivers cannot score points for CEZ Championship. The organizer of the event can cancel the event if he does not have a specific number of valid entries after the deadline for entries has passed. The minimum number of valid entries for the event will be defined in the supplemental regulations. If the event is cancelled all paid entry fees have to be returned.

Entry fee: The entry fee has to be within the range of 120 – 150 EUR. The prices in defined range include VAT. The exact entry fee with VAT has to be specified in the S.R.

On each event with Rotax classes two delegates will be assigned to monitor the event and to supervise the renting and changing of engines. The supervisors will be defined in SR and will be taken from the members of the working group.

One driver will have the same race number on all CEZ events.

8.4 Classification

For each event three sets of points following the scale defined below will be awarded:
25, 20, 16, 13, 11, 10, 9, 8, 7, 6, 5, 4, 3, 2, 1.

If there are less than 34 drivers in the class on the event the points will be awarded from three individual races. The start order of first race will be based on Qualifying practice while the start order of Race 2 will be based on the results of Race 1 and for Race 3 based on the results of Race 2.

If more than 34 drivers are present the Qualifying heat system must be applied (CIKFIA Specific prescriptions Article 18c). Based on the Qualifying practice drivers are divided in at least 3 groups and Qualifying heats with each group driving with all other groups will be organized. From Qualifying heats based on point scoring system described in CIKFIA Specific prescriptions Article 18c the ranking will be obtained. First 34 drivers from that ranking will enter the final two races. The first set of points for the Championship is obtained from Qualifying heat ranking, while the second and third set of points is obtained from the results of Final 1 and Final 2. The start order for Final 1 is based on ranking from Qualifying heats while the start of Final 2 is based on the results of Final 1.

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

If there are less than 3 starters = no points will be awarded. The number of starters are defined based on at least one heat on the event that counts for the final classification.

For the classifications at the end of the year, the 21 best results of all races (sets of points) will be taken into account.

If two drivers have the same number of points at the end of the year, the following conditions, one after another, will be used in the classification:

- The driver that achieved larger number of better places in the races will be classified higher.
- The driver that achieved larger number of better places in the qualifying practices of the events will be classified higher.
- The driver that participated on more events will be classified higher.

At the end of the season in order for the class in CEZ Karting Championship to have its winners, drivers in a class must have scored points in at least three different countries or on the events organized by three different ASNs; otherwise the results of that class will be deleted.

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 OK Junior
- The driver having scored the most points in Class KZ2
- The driver having scored the most points in Class ROTAX Micro Max
- The driver having scored the most points in Class ROTAX Mini Max
- 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. 9. 2020 FIA CENTRAL EUROPEAN ZONE HISTORIC RALLY CHAMPIONSHIP

9.1 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)
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.

9.2 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 organised finally be less than three, the Championship would be considered as not having taken place.

9.3 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.

9.4 Classification

At the end of each qualifying event a general classification for each category and class mentioned in Art. 9.1 will be established.

For each category, points will be allocated to the drivers (principle driver and his co-driver nominated by the driver) as follows: 8, 6, 5, 4, 3, 2, 1 and 1 for all other finishers.

For classes with 2 or more starters: 10, 8, 6, 5, 4, 3, 2, 1.

For classes with less than 2 starters: 5.

Points are awarded by category and may not be transferred or combined with points in a different category.

In case of a dead-heat the higher number of points achieved at the 1st, 2nd, 3rd etc. event will be considered.

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

- The drivers (driver and nominated co-driver) having scored the most points in Category 1
- The drivers (driver and nominated co-driver) having scored the most points in Category 2
- The drivers (driver and nominated co-driver) having scored the most points in Category 3
- The drivers (driver and nominated co-driver) having scored the most points in Category 4

Art. 10. 2020 FIA CENTRAL EUROPEAN ZONE HISTORIC HILL CLIMB CHAMPIONSHIP

10.1 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 - Single Seat)

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

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.

10.2 Events counting towards the Championship

Venues and dates according the FIA CEZ Championship Calendar; see www.cez-motorsport.com).

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

10.3 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.

10.4 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 category and class mentioned in Art.10.1 will be established.

For each category, points will be allocated as follows: 10 - 8 - 6 - 5 - 4 - 3 - 2 and 1 for all other finishers.

For classes with 3 or more starters: 10 - 8 - 6 - 5 - 4 - 3 - 2 - 1.

For classes with less than 3 starters: 5 - 4.

Points are awarded by category and may not be transferred or combined with points in a different category.

In case of a dead-heat the higher number of points achieved at the 1st, 2nd, 3rd etc. event will be considered.

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. 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

Art. 12. 2020 FIA CENTRAL EUROPEAN ZONE SLALOM CHAMPIONSHIP

Art. 12.1 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. 12.2 Events counting towards the Championship

Venues and dates according the FIA CEZ Championship Calendar; see www.cez-motorsport.com).

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

Art. 12.3 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. 12.4 Classification

At the end of each of the qualifying events a general classification for every group mentioned in Art. 12.1 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. 13. 2020 FIA CENTRAL EUROPEAN ZONE DRIFTING CHAMPIONSHIP

13.1 Eligible Cars

The Championship is reserved for Groups:

- "PRO"
- "SEMI PRO"

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

- Only cars with rear-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).

No additional event after end of February. 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 (32 - if there will be more than 32 qualifying) 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. 13.1 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"