

## **Art. 7. 2023 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-engine is not allowed.

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); R5, Super-Lite

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 2021 (The cars must be homologated in the Year 2010 or later acc. FIA).

SuperTouringCars (Group H): National regulations with the following exceptions: only 2WD cars up to 4000 cc; same mark of engine as a mark of the car; 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], Fire extinguisher system is recommended.

Min. weights (incl. driver and equipment):

-1400 cc = 870 kg,

+1400-1600 cc = 960 kg;

+1600-2000 cc = 1.040 kg;

+2000-2500 cc = 1.100 kg;

+2500-3000 cc = 1.180 kg;

+3000-3500 cc = 1.270 kg;

+3500-4000 cc = 1.350 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. An organiser can joint two divisions together if in one division is less than 4 starters.

#### Notes:

For 2024 will be prepare a single Technical regulations for STC which will be publish in July 2023 latest.

### **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 40 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](http://www.cez-motorsport.com)).

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

At least one of the Stewards must be nominated from one of the other CEZ ASNs. All decisions have to be issue in English by FIA format.

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 FIA Sporting Code and its Appendices and 2023 SPORTING REGULATIONS OF FIA EUROPEAN RALLYCROSS CHAMPIONSHIP except of Art. 1, 2, 3, 4, 5.3, 6, 8, 9, 10, 11, 13.3-13.5, 14.4 (CLO), 15.2c (first corner), 17.1 (point 23), 17.4, 19, 20, 21.

All Forms of a Briefing has to be in English (or translated to the English).

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.

Number of the cars on the grid for less than 11 cars:

Number of the cars	Q1	Q2
10	5	5
9	4	5
8	4	4
7	3	4
6	3	3

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 2023 SPORTING REGULATIONS OF FIA EUROPEAN RALLYCROSS CHAMPIONSHIP Art. 15.6 to 15.8.

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