2014
FIA CENTRAL EUROPEAN ZONE CHAMPIONSHIPS

(REGULATIONS, CALENDAR)
2014 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: Austria, Bosnia-Herzegovina, Croatia, Czech Republic, Hungary, Italy, Macedonia, Montenegro, Poland, Serbia, Slovenia and Slovakia (to be mentioned as Zone-Countries).

In 2014 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; if there are less then 12 events entered for a Zone-Championship, the Zone-board will decide upon the remaining events), with the exception of Karting. This CEZ-Championship will be run in on event. The final decision about the number of events counting to the Championship will be taken by the board of the FIA-CEZ-countries.

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 ASN-offices of the Zone-countries 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 Slalomsport, 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 (pek@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 Championship-events according national rules, this will be stated in the S. R. of these events – but these drivers will not be respected for the Championship-results.

In 2014 also licence holders from Albania (Automobile Club Albania/ACA) may enter the Zone-Championships. Entries should be submitted to the organiser of the given event 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 declares himself ready 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 without excuse 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-Championship, 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 in the respective discipline in a foreign country 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 (1\textsuperscript{st} place, 3\textsuperscript{rd} place, etc.) obtained in the 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 webside 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 17\textsuperscript{th} November 2014.

1.9 Prizes

In every discipline of the Zone-Championship the first three places in the groups or categories or divisions determined in the regulations of this discipline are awarded.

At the end of the season the numbers of 1\textsuperscript{st}, 2\textsuperscript{nd} and 3\textsuperscript{rd} placed drivers of the Championship-results of the various disciplines will be added for a Nations Trophy. For every country the places of its licence holders will be respected (1 point per place; in case of ties the higher number of the better places will decide).

The country with the most points will be declared winner of the Nations Trophy of the respectively year. The representatives of the ASNs placed 1\textsuperscript{st}, 2\textsuperscript{nd} and 3\textsuperscript{rd} will be presented at the yearly prize-giving ceremony of the Central European Zone.

1.10 Administration

The Zone-Championship will be administered and recorded by the Austrian ASN (OEAMTC/OSK – see also webside: www.cez-motorsport.com). All communications by the entrants/drivers must 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): 25\textsuperscript{th} 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 15\textsuperscript{th} 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. 2014 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)
Division 2: - Group A (incl. R2 & R3 cars, WRC, Super1600), Group S20 (Super2000 rally & circuit combined, incl. R4 & R5 cars)
Division 3: - Group E1, Group GT (GT1, GT3 & RGT combined), E2-SH
Division 4: - Group D/E2-SS (up to 3000 cc)
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.

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. 2014 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, 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:** (TSRC, Group C, S 2/3, GC 1a, GC 1b, GC 2a, GC 2b, SN2500, SN3000)
- Class D4 up to 2000 cc
- Class D5 over 2000 cc
- Class D6 SN up to 2500 cc
- Class D7 SN up to 3000 cc

Group A and Group B cars must comply with the safety requirements as specified in App. K, XI. 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 E1** 1983-1990 up to 2000 cc

For 2014 period J2 cars (T, CT, GT, GTS) are allowed to run in all events, without being eligible for points.

In the case of supercharging (see definition in the current App.J) the nominal cylinder capacity of these cars will be multiplied by 1.4 and the car will be taken into consideration within 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; each 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](http://www.cez-motorsport.com)).

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

### 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 then 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. 2014 FIA CENTRAL EUROPEAN ZONE CIRCUIT RACING CHAMPIONSHIP

5.1 Eligible Cars
The Championship is reserved for:

Division 4

Group D4 -1600 cc* (incl. Groups E1, N, A, Kit Cars, S1600, H and F, all together);
minimal car-weight = 800 kg

Group D4 -2000 cc* (incl. Groups E1, N, A, Kit Cars, ST, SP, S2000, ETCC, H and F, all together);
minimal car-weight = 900 kg

Group D4 -3500 cc* (incl. Groups E1, N, A, GT, H and F, all together);
minimal car-weights:
+2000 -2500 cc = 960 kg
+2500 -3000 cc = 1030 kg
+3000 -3500 cc = 1100 kg

Group D4 +3500 cc* (incl. Groups E1 -4000 cc, N, A, GT (according “Balance of Performance/BOP of the FIA-CEZ 2014”, GTC, H and F, all together);
minimal car-weight = 1150 kg

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.

Division 5

Group D5* (incl. Groups E1, Kit Cars, GT, H and F, E2-SH and SC up to 3000cc, all together);
Cars of Groups E1, Kit Cars, GT, H and F, that don’t fit to the minimum weights of Division 4 per engine capacity (D4 -1600cc = 800 kg; D4 -2000cc = 900 kg; D4 -3500cc = 1100 kg; D4 +3500cc = 1150 kg) and E2-SH and SC -3000 cc. The weight-limits for these cars must be according FIA- or national homologation.

For the cars of Division 5 there will be run 2 Sprint-races a weekend (all classes together).
Division 4 and Division 5 cars must not start in the same sprint-races.

* = according the national regulations (for each car a confirmation of the parent ASN must be shown, that the car corresponds with the national regulations) and the following rules:

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.

Division 2

Group E2 - 2000 cc (Formula);
For Formula 3 see also technical regulations for CEZ-Championship.
The max. noise-limit is 102 dB(A) (+2 dB(A) tolerance).

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 trophy would be considered as not having taken place.

5.3 Organisation of the events
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.
The distance of all races shall be 50 km minimum and 100 km maximum.
No race should be started later than 3:30 p.m. on Sunday to be respected for the CEZ-Championship.

5.4 Classification
A maximum of 2 heats per event will be taken into consideration for classification of the zone-Championship (number of heats listed in the CEZ-Championship-Calendar, Art. 13). Points for the title will be awarded for each heat in each of the 6 groups mentioned in Art. 5.1 according to the following scale:
25 - 18 - 15 - 12 - 10 - 8 - 6 - 4 - 2 – 1 (If there are less than 6 starters ½ points will be allocated).
The following drivers will be declared winners of the Central European Zone Circuit Championship 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)
Art. 5a. 2014 FIA CENTRAL EUROPEAN ZONE CIRCUIT ENDURANCE CHAMPIONSHIP

5a.1 Eligible Cars

The Championship is reserved for:

**Division 4**

- **Group D4 -2000 cc** (incl. Groups E1, N, A, Kit Cars, ST, SP, S2000, ETCC, H and F, all together);
  - minimal car-weight = 900 kg
- **Group D4 -3500 cc** (incl. Groups E1, N, A, GT, H and F, all together);
  - minimal car-weights:
    - +2000 -2500 cc = 960 kg
    - +2500 -3000 cc = 1030 kg
    - +3000 -3500 cc = 1100 kg
- **Group D4 +3500 cc** (incl. Groups E1 -4000 cc, N, A, GT (according “Balance of Performance/BOP of the FIA-CEZ 2014”, GTC, H and F, all together);
  - minimal car-weight = 1150 kg
- **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.

**Division 5**

- **Group D5 -4000 cc** (incl. Groups E1, Kit Cars, GT, H and F, that don’t fit to the minimum weights of Division 4 per engine capacity (D4 -1600cc = 800 kg; D4 -2000cc = 900 kg; D4 -3500cc = 1100 kg; D4 +3500cc = 1150 kg), and E2-SH and SC -2000 cc. The weight-limits for these cars must be according FIA- or national homologation.

The max. noise-limit is 102 dB(A) (+2 dB(A) tolerance).

Division 4 and Division 5 cars may start together in the same endurance-races.

Division 5 will have separate start grid behind D4 start grid.

* = according the national regulations (for each car a confirmation of the parent ASN must be shown, that the car corresponds with the national regulations) and the following rules:

- 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.

5a.2 Events counting towards the Trophy

Venues and dates according the FIA-CEZ-Championship-Calendar (updated version = [www.cez-motorsport.com](http://www.cez-motorsport.com)).

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

5a.3 Organisation of the events

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 between 2 and 3 hours duration.

The races should be run on Saturday evening latest to be respected for the CEZ-Championship.

A team consists of a min. number of 2 drivers and a max. number of 4 drivers per car.

**Pit Stops:** A Minimum of 1 pit-stop per car is obligatory.

- Service and repairs on the cars may only be carried out during a pit stop.
- The engines of all cars (including turbo charged engines) must be stopped during a pit stop.
- Four people may work on the vehicle at the same time. At any time these people have to wear a vest with number of the team on it. In addition a “lollypop man” and a window shield washer may be placed.

**Refuelling:** The engines of all cars (including turbo charged engines) must be stopped during refuelling. The number of refuelling-stops is free.
1.) Cars with quick tank and FIA homologated fuel tank:
refuelling at the pit box is allowed during the whole event. The fuel tank filling vent and air
vent systems must be homologated. Refuelling the car by any other means than gravity,
with a maximum height of 2 metres above the track where the refuelling takes place, is
forbidden throughout the event. During the race, per car only supply tank complying with
the drawing 252-7(restrictor 38mm) must be used. Teams have to refuel themselves with
an own fuel rig installation. A team member must keep ready a fire extinguisher of at least
6 kg capacity.

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 own team members using steel cans with max. 20 litre capacity.
A team member must keep ready a fire extinguisher of at least 6 kg capacity.
ALL THESE TEAM MEMBERS MUST WEAR FLAMEPROOF OVERALLS, GLOVES AND
BACLAVAS.

5a.4 Classification
Only one heat per event will be taken into consideration for classification of the Zone-Championship, if
not fixed otherwise in the CEZ-Championship-Calender (Art. 13). Points for the title will be awarded for
each heat in each of the five groups mentioned in Art. 5a.1 according to the following scale:
25 - 18 - 15 - 12 - 10 - 8 - 6 - 4 - 2 – 1 (If there are less than 5 starters ½ points will be allocated.
The following drivers will be declared winners of the Central European Zone Endurance Trophy at the
end of the year:
• The first driver having scored the most points in Group D4 -2000 cc
• The first driver having scored the most points in Group D4 -3500 cc
• The first driver having scored the most points in Group D4 +3500 cc
• The first driver having scored the most points in Group GTC
• The first driver having scored the most points in Group D5 -4000 cc
Art.6. 2014 FIA CENTRAL EUROPEAN ZONE SLALOM CHAMPIONSHIP

Art.6.1 Eligible Cars
The Championship will be reserved for

- Group N (incl. R1)
- Group A (incl. R2 and R3, WRC & KITC), S2000, SP
- Group E1*, E2-SH*, GT1- GT4
- Group Standard Production Cars **
- Group Improved Standard Production Cars ***

* = 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).

** = each car must also correspond to the technical regulations for Standard Production Cars of FIA-CEZ.

*** = each 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 qualifying event a general classification for each group mentioned in Art. 6.1 will be established. For each group 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 Group N or A
- The driver having scored the most points in Group E1, E2-SH, GT1-GT4
- The driver having scored the most points in Group Standard Production Cars or Improved Standard Production Cars
Art. 7. 2014 FIA CENTRAL EUROPEAN ZONE AUTOCROSS CHAMPIONSHIP

7.1 Eligible Cars
The Championship is reserved for:
- TouringAutocross and Group H according the national regulations (each car must be accompanied by a confirmation of the home ASN that the car corresponds with the national regulations)
- TouringAutocross 1600
  TouringAutocross and Group H according the national regulations (each car must be accompanied by a confirmation of the home ASN that the car corresponds with the national regulations) and with the following rules:
    engines up to 1600 cc without turbocharger
    2-wheel-drive:
    up to 1000 ccm                     710 kg
    over 1000 ccm and up to 1400 ccm  800 kg
    over 1400 ccm and up to 1600 ccm  890 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 Trophy). The cars must correspond to Art. 279A of App. J FIA (SuperBuggy) or with the national regulations (each car must be accompanied by a confirmation of the home ASN that the car corresponds with the national regulations).

7.2 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.

7.3 Organisation of the events
The events are to be organised according to the 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 following scale: 20 - 17 - 15 - 13 - 12 - 11 - 10 - 9 - 8 - 7 and so on until 16th 1 point. If there are less than 5 drivers in a Division, half points will be awarded.
The following drivers will be declared winners of the Central European Zone Autocross Trophy 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. 2014 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 SuperNationals).

• moulded or cut slick-tyres according the CEZ rules 2008 (with exception for SuperNationals).

SuperCars:

4wd-cars up to 3.500 cc or 2wd-cars (no limits of cubic capacity), conforming to the actual FIA-RX-regulations;

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 SuperNationals, four-wheel-drive, up to 4000 cc or 2wd-cars (no limits of cubic capacity), are eligible. To make sure, that cars from SuperNationals 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 (Homologation-period within CEZ = + 4 years after expiry acc. FIA).

TouringCars:

According the resp. FIA-rules (Homologation-period within CEZ = + 4 years after expiry according FIA) and additionally front-wheel-drive cars of former Division 2 cars (according the resp. FIA-rules 2008) up to 2000 cc, dashboard free, noise limit 100 db, cars must be equipped with catalytic converter.

SuperNationals (Group H incl. Division 5/6/CZ and Division 5/HUN)

National regulations with the following exceptions: only two-wheel-drive cars up to 4000 cc; tyres are free; supercharging is free; 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):

- 800 cc = 620 kg; +800-1000 cc = 710 kg; +1000-1400 cc = 800 kg; +1400-1600 cc = 890 kg; +1600-2000 cc = 970 kg; +2000-2500 cc = 1.070 kg;

+2500-3000 cc = 1.150 kg; +3000-3500 cc = 1.240 kg; +3500-4000 cc = 1.320 kg

8.2 Competition Numbers

The figures shall be black on a white rectangular background (minimum 35 cm on 35 cm); figures must have a minimum height of 23 cm with a stroke of 4 cm wide or figures according FIA-RX-EC-rules with the following numbers

SuperCars: 1 to 99 Super1600: 101 to 199

TouringCars: 201 to 299 SuperNationals: 401 to 499

8.3 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.

8.4 Organisation of the events

The events 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 events will be run according the FIA-EC-rules 2012.

Additionally:

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

If there are at least 20 qualified drivers in a division, there will be a D-Final.

Grids for the Finals will consist of 6 cars in three rows of two cars (2-2-2). The highest qualified driver may choose his starting place, then the second, the third, etc.
If there are at least 20 qualified drivers in a division, there will be an A, B, C and D-Final. If there are at least 14 qualified drivers, there will be an A, B and C-Final; if there are at least 9 qualified drivers, there will be an A and B-Final. If there are fewer than 9 qualified drivers, there will only be an A-Final. The 5 best drivers, having the smallest total of points from the two qualifying Heats, enter the A-Final; the next best, from 6th to 10th places, enter the B-Final; 11th to 14th places enter the C-Final and those from 15th to 20th place enter the D-Final. The first and second of the D-Final will take part in the C-Final, the winner of the C-Final enters the B-Final and the winner of the B-Final enters the A-Final, taking the last place on the grid.

8.5 Classification
In each of the four divisions, mentioned in Art. 8.1, points will be awarded in accordance with the following scale: 20 - 17 - 15 - 13 - 12 - 11 - 10 - 9 - 8 - 7 - 6 - 5 - 4 - 3 - 2 - 1 point. If there are less than 5 drivers in a Division, half points will be awarded.

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 TouringCars
- The driver having scored the most points in Division SuperNationals
Art. 9. 2014 FIA CENTRAL EUROPEAN ZONE RALLY CHAMPIONSHIP

9.1 Eligible Cars
The Championship will be reserved for the following groups:
  - Group 2WD Cars (Classes 5, to 10 acc. FIA regional rally sporting regulations),
  - Production Cars (Class 3 acc. FIA)
  - Class 2 (acc. FIA).

9.2 Events counting towards the Championship
Venues and dates according the FIA-CEZ-Championship-Calendar
(updated version = [www.cez-motorsport.com](http://www.cez-motorsport.com)).
Should the number of qualifying 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 Class 2
Art. 10. 2014 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 from 1000 cc 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 from 1000 cc to 1300 cc (after 31/12/1961),
      - Class B3 from 1300cc to 1600 cc (after 31/12/1961),
      - Class B4 from 1600 cc 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 C1 up to 1300 cc,
    - Class C2 from 1300 cc to 1600 cc,
    - Class C3 from 1600 cc to 2000 cc,
    - Class C4 from 2000 cc 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 D1 up to 1300 cc,
    - Class D2 from 1300 cc to 1600 cc,
    - Class D3 from 1600 cc 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 and B, models homologated between 1/1/1982 and 31/12/1985 (Period J1 – see 10.1.2 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

In case of supercharging (see definition in the current Appendix J), the nominal cylinder capacity of all cars will be multiplied by 1.4 and each car will belong to the class corresponding to the fictive cylinder capacity thus obtained.

For safety reasons, mid- and rear-engined two-seater racing cars shall not be admitted to the Championship.

**Period J1 cars** listed in Art. 1.1 of Appendix XI of Appendix K are allowed to run in all events and score Championship points.

**Period J1 Group N cars** are allowed to run in all events, but without being eligible for points. Such Group N cars must run in accordance with the requirements of Group A, as specified in Appendix XI of Appendix K.

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 each car entered, at scrutineering for each event; each entry form for an event must be accompanied by a photocopy of the first page of this HTP. 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 then 50 km and not more then 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.  2014 FIA CENTRAL EUROPEAN ZONE KARTING CHAMPIONSHIP

11.1 Eligible Karts
The Championship will be reserved for the Group 2/Classes KF2, KF3, and KZ2, according the actually regulations of the CIK/FIA:

- **KF2:** Drivers must be least 15 years old;
- 125 cc engine (see act. CIK-Annuaire)

- **Mini 60**
- **Rotax Max Senior** acc. the regulations of the Rotax-Euro-Challenge approved by the CIK
- **Rotax Max Junior** 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 2014 must be respected.

11.2 Events counting towards the Championship
2014 the CEZ Karting Championship will be run in one event with up to 3 races for each class in Italy. Venue and date according the FIA-CEZ-Championship-Calendar (updated version = [www.cez-motorsport.com](http://www.cez-motorsport.com)).

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
In each of the classes and races mentioned in Art 11.1 and 11.2 points will be awarded according to the 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.

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 KF2
- 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 Mini 60
Art. 12. 2014 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 Trophy 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