

Art. 8. 2022 FIA CENTRAL EUROPEAN ZONE KARTING CHAMPIONSHIP

8.1 Eligible Karts

The Championship will be reserved for the classes:

<u>OK</u>	acc. FIA Karting regulations
<u>OK Junior</u>	acc. FIA Karting regulations
<u>KZ2</u>	acc. FIA Karting 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 FIA Karting or by Rotax MAX Challenge for the year 2021 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 carburetors 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 without VAT has to be specified in S.R. and has to be within the following range: Micro and Mini 150 –EUR; Junior and Senior 220 EUR; the prices defined here are without 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 carburetors 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 supervisors 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 carburetors that were not assigned at the main draw. The organization of the draw will be made by two supervisors 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 by the end of January 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 January.

The number of slick tyres for one event is restricted to one complete set. In the event of a slick race tire being damaged, the technical scrutineer may allow the competitor to nominate a "USED" tire of similar wear from the drivers practice tires as a replacement. The damage must be reported to the scrutineer immediately after the on-track action where the damage occurred, and prior to leaving the parc ferme / scale area

These registered 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).

EXHAUSTS

Lottery for exhausts – minimum 5 exhausts (for all ROTAX categories)

Exhausts stay in Parc Ferme

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 8.1. 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 or Karting working group. The S.R. must be published on official CEZ website, on some other CEZ Karting communication platform or sent to each CEZ ASN 30 days before the event. If this deadline is not met the event will not count for CEZ Championship. 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 hosts Rotax classes Chief scrutineer must have certificate from Rotax about training program for Scrutineers and must be from ASN that is not hosting the event. Chief scrutineer must not serve as tuner or official service for Rotax engines within the CEZ Zone countries.

If the event is organized together with national championship or some other series the CEZ Regulations must be enforced. Drivers which compete only on national event or in some other series 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 or some other series can drive together.
- In Rotax Classes, the obligatory use of Lottery Engines and of new tyres supplied by organizer can be waived if the national championship or some other series allows the use of personal engines

and/or 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 5 days 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 supervisors, acting as judge of fact, 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 list prepared and approved by the Karting working group. Both supervisors on one event have to members (proposed by) of ASN that is not an organizing ASN. The event that will be held without any supervisor, for whatever reason even force major, will not be taken into account when CEZ Championship classification is made.

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 a driver during championship has a certain number of DQs then the number of races that he is able to sum up for final classification is lowered by the number of DQ. This means that if a driver has one DQ he will be able to sum best 20 races, if he has 2 DQs then the sum of best 19 races is taken into account and so on.

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 the class in CEZ-Karting Championship will have its final results if at least one driver in a class has 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

If the drivers age allows him to participate in Senior and Junior category the driver will not be able to participate in Junior category if he/she participated in any international or zone competition in the Senior category prior to the event under consideration.