

## **Art. 5. 2026 FIA CENTRAL EUROPEAN ZONE CIRCUIT RACING CHAMPIONSHIP AND ENDURANCE CHAMPIONSHIP**

### **5.1 Eligible Cars**

The Championship is reserved for:

#### **DIVISION 2**

##### **Eligible groups:**

- **D2 E2-2.0**
- **D2 F3**
- **E2-SS-2000 cc** (E2-2.0 / Formula Open)
  - All formula 3 cars that do not comply with the FIA CEZ regulations for class Formula 3
  - Formula cars according to the Art. 277 of FIA App. J
  - Formula Master
  - Formula Renault
- **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.
  - Permissible engines:
    - All Formula 3 engines with a maximum air intake of up to 26 mm, which are homologated by the FIA or FIA homologated.
    - Opel OPC (from the ATS Formula 3 Cup with a maximum air intake up to 27mm)
    - Fiat FPT Regulations 2012, Italian F3 Championship 2012 with a maximum air intake up to 31 mm.
    - Toyota engine 3S-GE-SXE10 according to the regulations of the Euro Formula Open for 2012 – 2018 with a maximum air intake up to 31 mm.
    - NBE Mugen Honda National Class with a maximum air intake up to 26.3 mm.
      - Formula Regional Tatuus F3 T318 with Alfa Romeo engine or Renault engine.
- **Minimum weight:**
  - For the Formula 3 category of vehicles up to and including year of construction 2011, the weight of the vehicle with driver wearing his full racing clothing and safety equipment shall not be less than 540 kg at any time of the event.
  - Formula 3 vehicles of the years of construction 2012 – 2018 (with rider wearing his full racing clothing and safety equipment, at any time of the event, not less than 550 kg).
  - Formula 3 vehicles up to and including year of construction 2011 with Toyota engine 3S-GE-SXE 10(with rider wearing his full racing clothing and safety equipment, at any time of the event, not less than 580 kg).
  - Dallara F320 vehicles, (with driver wearing his full racing clothing and safety equipment, at any time of the event, not less than 580 kg).
  - Formula Renault 2.0 the lower weight of a Formula Renault 2.0 vehicle, no matter which models 2000 to 2009, including driver with his full driver and safety equipment may not be less than 570 kg at any time of the event.
  - Racing weight: The minimum race weight in a Formula Renault 2.0, model 2010 may not be less than 580 kg including driver including his equipment.
  - The minimum track weight of a Formula Renault 2.0, model 2013 must not be less than 580 kg including the driver and his equipment.
  - Tatuus F3 T318 with driver wearing his full racing clothing and safety equipment, at any time of the event, not less than 675 kg).
- **Total vehicle height for E2-2.0 and F3 cars:**
  - With the exception of the rollover device, no part of the vehicle shall exceed 960 mm the ground with driver on board. However, parts of the roll-over device which are higher than 930 mm above the ground, should not be designed in such a way that they have an aerodynamic influence on the race car.

#### **DIVISION 4**

##### **Eligible groups:**

- **D4 TC** class TCR, class TCL5, class TCL4
- **D4 GT** class GT3, class GTC, class GT4

- **D4 TCC** class TCC2, class TCC4

**Eligible cars:**

- **TCR** according to TCR Eastern Europe regulations 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
- **TCC2** Renault Clio Cup V incl. facelift 2024 cars according to cup regulations
- **TCC4** Renault Twingo 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 at the time of scrutineering, at all times during the race and within Parc Fermé time.

➤ **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).

**BOP for CEZ events:**

- All GT3, GT4 and TCR cars must respect the latest issued CEZ BOP regulations. All GT3, GT4 and TCR cars must be equipped with scrutineering data recorder. For scrutineering purposes, it will be required that all GT3, GT4 and TCR cars reproduce their dataset recordings for all official sessions. The data should be given through dedicated USB stick/SD card (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.
- GTC cars:** GTC cars must respect BOP (minimum weight, intake restrictor diameter, turbocharger pressure) according to their current Cup regulations or 2025 Cup regulations, for the first race of 2026 season.

**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 and any further series, 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. Separate race**

If there are more than 16 cars of one class entered to the race, the organizer could organize a separate race.

**4. New class**

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

**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 or with engine Gibson GK-348 (small engine).

### 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:

- 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 could 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.

### Additional regulations for all divisions:

For all events, for all classes is set following noise limit value: 110dB (0,5 m measuring method)  
Unless otherwise defined in the Supplementary Regulations of a specific race.

## 5.2 Events 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 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.

Organiser has to inform drivers about a detail of the insurance policy in Supplementary regulations. Insurance must cover all damages on the track, officials, marshals and spectators. A fee of the insurance could be included in the Entry Fee or information has to be done together with an Entry fee. Insurance must be valid for the whole racing weekend.

The organizer is strictly recommended to organize the event for the CEZ-Championship in two days.

On Friday there must be the free practice (25 min.) for each group of minimum 15 participants 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 D4GT and D5 and standing starts for D2, D4TC and D4 TCC.

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.

If the TCC Classes racing together with other Classes, their start grid has to be separated. Stewards decide which grid will be placed in front.

### **5.3a Organisation of the sprint race**

The number of cars allowed to take part in Qualifying and to start the race is as provided for in supplement N. 2 of Appendix O to the Code.

A qualifying session of at least 20 minutes must be organised for every sprint race of D2, D4 GT, D5.

A qualifying session of at least 20 minutes must be organised for both sprint races D4 TC and D4 TCC.

The duration of the race shall be 25 minutes 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.

### **5.3b 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 qualifying session of 30 minutes must be organised.

An Endurance race shall be run 60 minutes + 1 lap 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 25<sup>th</sup> and the 35<sup>th</sup> 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 timekeeping.

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 maximum number of mechanics/persons to operate shall be FOUR (4). At any time, these people will be recognized by wearing a vest (those team/mechanic vests will be provided by the promoter). 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 work clothing.

#### 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. Refuelling in the pit line in front of the pit garages is allowed only for the teams using manual refuelling pit stop system (with max. 60 litres capacity) approved by scrutineers before an event.

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 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 classes will be classified.

#### **5.5 Penalty**

The Stewards may impose any penalty according to the ISC.

The maximal cash penalty is fixed to 1000 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 D4 GT and each class of group D4 TCC, 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 of all class results of D4 TCC
- The driver having scored the most points in class TCC1 (if will be no winner of D4 TCC)
- The driver having scored the most points in class TCC4 (if will be no winner of D4 TCC)
- 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 Formula 3 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