

Art. 8. 2026 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 Global Rotax MAX Challenge regulation and some additional provisions specified in these regulations
Rotax Mini MAX	acc the regulations of the Global Rotax MAX Challenge regulation and some additional provisions specified in these regulations
<u>Rotax Max Senior</u>	acc the regulations of the Global Rotax MAX Challenge regulation and some additional provisions specified in these regulations
<u>Rotax Max Junior</u>	acc the regulations of the Global Rotax MAX Challenge regulation and some additional provisions specified in these regulations
<u>DD2</u>	acc the regulations of the Global Rotax MAX Challenge regulation and some additional provisions specified in these regulations
<u>DD2 Masters</u>	acc the regulations of the Global Rotax MAX Challenge regulation and some additional provisions specified in these regulations

All technical rules published by the FIA Karting or by Global Rotax MAX Challenge for the year 2026 must be respected except for 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 any CEZ country accompanied by the identity card and with the last seal set by the service centre appointed by the Authorized Rotax Distributor of the territory of any CEZ country are the only ones that are allowed to be used, unless the engines are provided by the organizer (Lottery engines). If an engine problem appears at the beginning of an event, the stewards may decide, after having heard a report of the Chief Scrutineer of the event, that a present Rotax distributor of one of the organising zone-ASNs may repair an engine at the venue and to reseal it there.

If CEZ race is organized together with national championship and national championship in its regulations have prescribed lottery engines for some drivers the lottery engines can be used for some drivers in that championship. The organization of lottery, rent fee, rules for changing the engines will be defined in supplementary regulations (S.R.) of the event. Lottery engines must comply with Global Rotax MAX Challenge regulations for 2026 and are subject to all technical checks by the scrutineers.

Carburettor: According to Global RMC technical regulation for 2026.

The minimum diameter of the main jet may be defined by the organiser of the event in the S.R for each Rotax class. 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 must be mixed for at least first five, recommendation for all. Fuel tank of the driver can be exchanged with the fuel tank given from organizer before each race or qualifying practice.

Oil: According to Global RMC technical regulation for 2026.

Chassis in all classes must be in line with Global RMC technical regulation for 2026.

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.

For OK, OK Junior and KZ2 a single tyre manufacturer will be defined for one event. Only the homologated tyre according to FIA KARTING General prescriptions is allowed. The tyre manufacturer and the model will be defined by the S.R of the event.

The number of slick tyres for one event is restricted to one complete set. In the event of a slick race tyre 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 fermé / 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). Wet tyres that are used in Qualifying practice and/or races must be registered by scrutineers.

EXHAUSTS: A Lottery for exhausts may be organised by the organiser, Lottery exhausts stay in Parc Ferme.

ECU: A Lottery for ECU may be organised by the organiser

Safety equipments of the drivers: All drivers must use at least those equipments, which meet the minimum standard as defined by their home-ASN.

8.2 Events counting towards the Championship

Venues and dates according to 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 must 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 must be organised according to the FIA-Sporting Code and its Appendices and also according to the FIA Karting 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.

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 according to National regulations can drive for points in National championship or for trophies on the event (day drivers) can drive together. In that case the driver cannot count for the CEZ Championship. Also, the lottery engines for drivers in national championship can be enforced as specified in 8.1.1. Drivers competing only for national championships can have different entry fee.

The list of entered drivers must be made publicly available by Wednesday of the week of the event. Late entries are possible, but must be defined in the S.R. 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 must be returned.

Entry fee: The entry fee can be maximum 300 EUR plus VAT for entries up to the 1st closing, up to 350 EUR plus VAT for entries up to the 2nd closing. The exact entry fee with VAT must be specified in the S.R., for a participation in national classes only, these fees may be reduced.

Organizer of the event can set maximum number of entries for one class. The maximum number of entries cannot be lower than 1.5 x maximum number of karts on track defined by the track license (e.g. 1.5 x 34 = 51). If the number of entries is limited the organizer must define the number and selection process in the S.R. of the event.

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.

These points will be allocated half, if less than 8 participants start a race.

If the number of drivers in the class on the event is less than maximum number of karts on track defined by the track license 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 the number of drivers in the class on the event is higher than maximum number of karts on track defined by the track license the Qualifying heat system must be applied. Based on the Qualifying practice (CIKFIA Specific prescriptions Article 18b) 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. From that ranking the number of drivers that is equal to maximum number of karts on track defined by the track license starting with first in ranking to maximum number 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 (Race 2) and Final 2 (Race 3). 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.

Points will be awarded to all drivers that position themselves in pre-grid and are ready to race, according to the classification. If driver receives DQ no points will be given.

For the classifications at the end of the year, the (X-7) best results of all races (sets of points) will be considered, where X is the number of held races during championship season. Number X cannot be lower than 21. If a driver during championship has a certain number of DQs then the number of races that he can sum up for final classification is lowered by the number of DQs. If the number of held races is 13 or lower all held races will be considered and summed up for final classification.

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 and will be able to declare FIA - CEZ Champions, 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 and if the class contains minimum 10 eligible participants; 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.