

National regulations for production vehicles M1

Please note that this is a translation of the german version of the regulation. In case of any discussion the german document is valid and will be referred to.

Art. 1 – Allowed vehicles – General regulations

Allowed are all vehicles of the category M1 (passenger cars up to 3.5 to), which have an appropriate OSK car pass (Wagenpass). It is not necessary that the vehicle is or has been homologated. Car registration book, COC or extract from the permission database and approval certificate of the car (original) must be presented, the car must be allowed to drive on the road and must have a valid permission sticker (in Austria §57a-badge). Every change from the original (stock) state of the car (as delivered by the manufacturer) is forbidden, except it is explicitly allowed according to the following articles.

Art. 2 – Rally events

In rally events the cars must have a valid Austrian motorsports permission or a similar permission issued in another country. The following articles (2.1 until 2.19) only apply for rally events and replace the subsequent articles (3 until 26), which are also valid for other types of motorsports. Articles 3 to 26 are valid for rally events only in case they are not predefined by one of the articles 2.1 to 2.19.

Art. 2.1 – Forbidden vehicles

Convertibles or open vehicles are not allowed. All vehicles, for which a FIA Group N homologation is or has been available are not allowed to compete in the category M1.

Art. 2.2 – Power-weight-ratio and classifications

The power-weight-ratio of the car must not be lower than the minimum allowed power-weight-ratio. This applies both to theoretical and actual power-weight-ratio. The value is rounded to one decimal place.

$$\text{theoretical ratio} = \frac{\text{weight of the stock vehicle acc. to 92/21/EWG (in kg)}}{1,36 * \text{power of the stock vehicle (in kW)}}$$

$$\text{actual ratio} = \frac{\text{measured weight (in kg) incl. driver and codriver}}{\text{measured power (in HP)}}$$

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The actual weight can be measured at every time of the event. The actual power can be measured at the event, correction according to 80/1269/EWG will be applied.

Minimum allowed power-weight-ratio for 2WD cars: 3,8 kg/HP

Minimum allowed power-weight-ratio for 4WD cars: 4,3 kg/HP

The vehicles are divided into 2 categories according to their power-weight-ratio:

M1-LG1: 4-wheel-drive 4,3 - 6,3 kg/HP, 2-wheel-drive 3,8 - 5,8 kg/HP

M1-LG2: 4-wheel-drive higher than 6,3 kg/HP, 2-wheel-drive higher than 5,8 kg/HP

The maximum difference allowed between actual and theoretical power-weight-ratio is 10%. Actual and theoretical power-weight-ratio must be in the same LG-category.

Art. 2.3 – Vehicle Weight

The weight of the vehicle must comply with the weight stated in the vehicle approval certificate (weight of the stock car acc. to 92/21/EWG). A tolerance of 3% is allowed. The weight must comply during the whole event, even after crossing the finish line. In case of examination the vehicle weight will be measured as follows: Weight of the vehicle including driver and codriver, without changing the amount of fuel or any other liquids.

Art. 2.4 – Engine

The from the manufacturer delivered engine must not be changed in any way. This also includes intake air-filters. Not allowed are also explicitly declared motorsports parts, even if they are delivered by the manufacturer. The usage of a different engine is allowed, as long as the manufacturer used this specific kind of engine in similar other production models.

Art. 2.5 – Exhaust System

The exhaust system must comply with the original route guidance. The noise level must not be higher than 98 dB (+2 dB). If the car was delivered with a catalyser, a catalyser must be existing and working. The exhaust manifold must remain original. The legal exhaust standards must be strictly adhered to, further the exhaust system is free.

Art. 2.6 – Transmission

Gearbox and all other parts of the transmission must be original. Mechanically working limited slip differentials are allowed. Limited slip differentials working in another way must be original. The clutch is free. The usage of a different gearbox is allowed, as long as the manufacturer used this specific gearbox in other similar production models.

Art. 2.7 – Braking system

A dual-circuit braking system, which simultaneously works on front and rear axle, actuated by the same pedal is mandatory. Further the braking system is free. A handbrake is mandatory. The handbrake can be hydraulic and can be actuated by an appropriate handbrake lever. Additional ventilation of the brakes is allowed, as long as the shape of the body remains unchanged.

Art. 2.8 – Steering

The steering must be original, the transmission of the steering gear is free (as long as it is programmable or a different one is easily available). The steering wheel is free. Airbags may be disabled.

Art. 2.9 – Electronics

Original ECU (electronic control unit) and cable harness must not be changed. Allowed are only changes, which are necessary to deactivate electronic assist systems (e.g. TCS, ABS, etc.) or functions not necessary for racing (e.g. airbags or entertainment systems). The OBD-interface must remain working and must be accessible during the whole event.

Art. 2.10 – Suspension

The suspension must comply with its original type (e.g. McPherson, rigid axle, twist-beam axle, etc.). The original wheelbase must not be changed (tolerance 1%). Suspension struts, springs, dampers and anti-roll bars are free.

Art. 2.11 – Wheels and Tyres

The selection of wheels and tyres is free, wheels homologated for rally sport and tyres according to FIA Appendix J are also allowed. Spacers are allowed. Wheels and tyres must not overlap the outer edges of the wheel housings acc. to 78/549/EWG. Wheel bolts may be changed to stud bolts with nuts.

Art 2.12 – Bodywork and Chassis

The standard bodywork and chassis (according to Article 251.2.5.2. and 251.2.5.1. of FIA Appendix J) must not be facilitated. Reinforcing or stiffening of the chassis is allowed, type and extent of underbody protection is free. The attachment of an additional underbody protector is allowed. Bumpers must not be dismantled.

Spoilers of any kind are free, as long as they are obviously commercially available and permitted for road traffic. Fender flares are only allowed, if they are offered as an extra by the manufacturer or used by the manufacturer for other models in this form. If in doubt, the participant must provide appropriate proof. Vehicles with bodywork tuning that is not offered by the manufacturer (e.g., wide or extreme versions) and that makes the use of wider wheel/tyre combinations possible are not permitted. The wheel splash

guard may be modified or removed. Vehicles with sliding or glass roofs are allowed, as long as they are set functionless (e.g. by removing the winder or decommissioning the electric drive unit). The roof must be secured against opening (such as welding in steel roofs). Folding sunroofs made of fabric are not allowed.

The stock rear seats, as well as the mountings of the rear seatbelts and any safety fasteners may be changed or removed according to group N regulations (FIA Appendix J Art. 254). Sidestands may be used, the necessary changes for their usage are allowed.

Art. 2.13 – Fenders

The fenders must comply with the design of the original version delivered by the manufacturer. Reproduction parts are allowed, provided their weight is not less than the original.

Art. 2.14 – Exterior mirrors

The number of the originally provided exterior mirrors must be maintained. Manufacturer, shape and material of the exterior mirrors is free.

Art. 2.15 – Necessary documents

The so-called “Wagenkarte mit M1-Zusatzdatenblatt” must be filled out, sent to the organisers before the event and shown completely at the technical scrutineering. This form replaces the therefore not needed “Wagenpass”.

Art. 2.16 – Technical examination / Charging pressure (turbo) and engine mapping

The OSK/AMF reserves the right to execute technical examinations, especially concerning the charging pressure at vehicles with turbochargers, additional ECUs or changed engine mappings, at any time during the event. The competitors are responsible to provide electrical power supply for possible measuring devices fitted to the vehicles.

Art. 2.17 – Additional displays and sensors

Additional displays and sensors may be fitted to the vehicle, as long as they are verifiably only used for indication on additional displays or recording with data loggers. The additional system is only allowed to receive data, not to send data to any system of the car. The cable harness of additional systems must be completely separated from the original cables and visually easily recognisable. Any additional system is only allowed to be used for monitoring and the recorded data must be provided to the AMF or the controlling organs if requested.

Art. 2.18 – Vehicle configuration

Systems, which are not necessary for usage in motorsports (e.g. airbags, air conditioning, seat-belt tensioner, rear window lifters, etc.) may be removed. The instrument dashboard must remain in the vehicle, however, it may be changed if necessary for safety features (roll-over-protection-system) or additional operational controls. Additional headlights (also LED headlights) and intercoms are allowed.

Art. 2.19 – Safety

- Driver and Codriver must use FIA-homologated safety clothing and helmets.
- Usage of a FHR-system (e.g. HANS) is compulsory.
- A circuit breaker according to FIA Appendix J Art. 253.13 is compulsory.
- Shatterproof film without tone or tint on front and rear side windows is compulsory.
- Roll-over protection system according to FIA Appendix J Art. 253.8 is compulsory.
- FIA-homologated multipoint seatbelts are compulsory.
- FIA-homologated seats are compulsory.
- At any time of the event the team must carry two harness knives according to FIA Appendix J Art. 253.6.1 in the cockpit.
- Usage of a safety fuel tank is allowed, but not compulsory.
- Red arrows must indicate towing hooks.
- In case the route of fuel and brake conduits is different from the original, it has to be made according to FIA Appendix J Art. 253.3.
- The bonnet must be equipped with safety locks.
- Panels and insulating in the engine compartment should be removed.
- A fire extinguishing system according to FIA Appendix J Art 253.7.2 is compulsory.

Art. 3 – Forbidden vehicles

Convertibles are only allowed, if they are equipped with a roll-over protection already by the manufacturer. At least a security structure (roll-over bar), which provides adequate protection in case of a roll-over, must be behind the driver's head. Under no circumstances the driver's head may be higher than an imaginary line between the highest point of the security structure in front of and behind the driver.

In case the open vehicle is not equipped with a roll-over protection by the manufacturer and there is no protection structure behind the driver, a roll-over protection system according to FIA Appendix J Art. 253.8 is compulsory. The roof must be closed all the time, except the car was delivered without a roof.

Art. 4 – Classes according to cylinder capacity

The vehicles are divided in the following classes according to their cylinder capacity:
until 1400 ccm

until 1600 ccm
until 2000 ccm
over 2000 ccm.

Art. 5 – Classification of turbo-, supercharged and Wankel engines

If the engine is turbocharged the cylinder capacity is multiplied with the coefficient 1.7 (1.5 for Diesel engines) for the classification. For Wankel engines FIA Appendix J Art. 252.3.2 is valid, for supercharged engines Art. 252.3.3 is valid.

Art. 6 – Vehicle weight

The weight of the vehicle must comply with the weight stated in the vehicle approval certificate (tolerance 3%). The weight must be adhered to during the whole event and after the finish line. The weight is measured as follows: vehicle without any passengers, without changing the amount of fuel or any other liquid.

Art. 7 – Engine

The from the manufacturer delivered engine must not be changed in any way. This also includes intake air-filters. Not allowed are also explicitly declared motorsports parts, even if they are delivered by the manufacturer.

Art. 8 – Exhaust system

The exhaust system behind the catalyzer is free (exhaust manifold and catalyzer must be original). The exhaust system must be obviously commercially available, allowed to road traffic and stated in the approval certificate. The noise limit is 98 dB (+2 dB). The legal exhaust standards must be adhered to at all times.

Art. 9 – Transmission

Gearbox, clutch, drivetrain and all other transmission parts must be original and must not be changed in any possible way.

Art. 10 – Braking system

The braking system must be original. Brake discs homologated for FIA vehicle groups are not allowed. Brake pads are free.

Art. 11 – Steering

The steering must remain original. The steering wheel is free, as long as it is allowed to road traffic. Airbags may be stopped functioning.

Art. 12 – Suspension

The usage of harder shock absorbers and springs is allowed, as long as the legal standards are adhered to (stated in approval certificate). Further changes of the suspension are not allowed. Adjustable suspension systems are only allowed, if they were delivered by the manufacturer. Any changes from the initial state of the vehicle are prohibited (also adjusting the initially delivered suspension system).

Art. 13 – Wheels and Tyres

Wheel/Tyre combinations must have a dimension stated in the approval certificate of the vehicle and must be allowed to road traffic for the specific vehicle.

Art. 14 – Spare wheels and accessories

Carrying a spare wheel is optional. Every optional accessory (e.g. tool kits, rear shelf, first aid box) in the vehicle may be removed, unless it has to be carried according to legal standards. Vehicle jacks may be carried if they are properly fitted.

Art. 15 – Bodywork, chassis and aerodynamics

The original bodywork and chassis (according to FIA Appendix J Art 251.2.5.2 and 251.2.5.1) must not be facilitated or enforced. Bumpers must not be removed.

Spoilers of any kind are free, as long as they are obviously commercially available and permitted for road traffic. Fender flares are only allowed, if they are offered as an extra by the manufacturer or used by the manufacturer for other models in this form. If in doubt, the participant must provide appropriate proof. Vehicles with bodywork tuning that is not offered by the manufacturer (e.g., wide or extreme versions) and that makes the use of wider wheel/tyre combinations possible are not permitted. Additional underbody protections are allowed. Originally delivered sliding or glass roofs are allowed, but they have to be closed during the event.

Art. 16 – Doors, bonnet and trunklid

Those have to remain original. Additional mountings are allowed.

Art. 17 – Fenders

Fenders have to remain original. This applies also to their material.

Art. 18 – Exterior mirrors

The original number of exterior mirrors must be maintained.

Art. 19 – Glasses and front window

The front window must be made of laminated glass, all other windows must comply with the original. The number of wipers must be maintained. Window foils are allowed, as long as they are allowed for road traffic (permission sign must be stated on the foil). On the front side windows only shatterproof film without tone or tint are allowed. It has to be able to identify driver and codriver from outside according to FIA Appendix J Art. 253.11.

Art. 20 – Ventilation of the passenger compartment

The ventilation has to remain original. A heating system is compulsory, unless the car was initially delivered without a heating system.

Art. 21 – Passenger compartment

The dashboard has to remain original. Makeover changes are allowed. Additional instruments may be installed. Carpets, roof liner, side panels and insulating material may be removed or changed.

Art. 22 – Roll-over protection system

For closed touring cars the installation of a roll-over protection system according to FIA Appendix J Art. 253.8 is allowed. An appropriate certificate has to be shown. Changes necessary for the installation of the roll-over protection system are allowed (dashboard, side panels, carpets), the rear seats may be removed in this case. Open vehicles see article 3.

Art. 23 – Seatbelts

The usage of seatbelts is compulsory. The original seatbelts have to be used. The following other combinations are also allowed:

- FIA-homologated multipoint seatbelts in combination with FIA-homologated seats
- Original shell-type seats delivered by the manufacturer in combination with FIA-homologated multipoint seatbelts, if they allow safe seatbelt guidance, especially at the shoulders
- 3-point seatbelts in combination with FIA-homologated shell-type seats, if tight seatbelt guidance at the body of the passenger is ensured (especially at shoulders and pelvis).

In Slalom and Drift Events FIA-homologated seatbelts may be used 5 years over their expiration date.

Art. 24 – Fire extinguisher

Carrying a fire extinguisher with at least 2 kg (powder) or 2.4 liters AFFF is compulsory (except slalom and drift). All fire extinguishers must be mounted according to FIA standards, only safety mountings made of metal are allowed. Fire extinguishers must be easily accessible for both driver and co-driver. FIA Appendix J Art. 253.7.3 must be obeyed. The usage of a fire extinguishing system according to FIA Appendix J Art 253.7.2 is recommended.

Art. 25 – Seats

Only the original seats or FIA-homologated seats are allowed. In slalom and drift events FIA-homologated seats may be used 5 years over their expiration date. The original number of seats must be maintained, this includes the rear seats.

Art. 26 – Headlights

The original number of headlights and rear lights must be maintained at minimum. Additional headlights are allowed, if they comply with the rules for road traffic, especially concerning light intensity. The overall number of headlights must not be higher than 8. Additional rear lights are free.