

AMF Austria Motorsport

TECHNICAL REGULATION – Pantera RX6

To ensure equal possibilities within the SuperCars these according Pantera Technical Regulations may be adapted at any time. This changing during the Year will be marked in yellow.

1. Technical Series Regulations

1.1 Summary of the eligible groups/classes

The International TitansRX Pantera RX6 is a one-make Series with no group/class classification. Only vehicles of the type/model Pantera RX6 (a special series produced by MJP), of the model year 2018 till 2020 which fully comply with these Regulations are eligible to participate. The vehicles must meet the technical specifications of these regulations and Appendix J of the International Sporting Code in full and must possess a valid and registered AMF vehicle pass.

1.2 Principles of the Technical Regulations

In accordance with:

- Art. 251–253 of Appendix J (FIA ISC)
- General provisions, definitions and clarifications regarding the technical rules (AMF Manual), see also article concerning safety equipment in events abroad
- These Technical Regulations
- Technical manuals of the eligible vehicles
- Technical information of MJP
- Spareparts catalogues of the eligible vehicles

1.3 General/preamble

Everything that is not expressly permitted in these regulations is prohibited.

Permitted modifications must not result in any illegal modifications or infringements of the regulations.

1.4 Driver equipment

It is compulsory to wear overalls in compliance with the FIA 8856-2000 or 8856-2018 standard as well as underwear (with long sleeves and legs), balaclava, socks, shoes and gloves in compliance with FIA Regulations.

Furthermore, wearing a helmet in compliance with FIA Regulations is compulsory.

Furthermore, use of a head restraint (e. g. HANS) is compulsory.

Frontal Head Restraint System (FHR; HANS or comparable system)

The use of an FIA-approved head restraint in compliance with FIA list No. 29 is compulsory for all races and events within the TitansRX International Series as well as for all races outside the TitansRX International Series which are organised according to these regulations. Responsibility for the necessary modifications to the driver's equipment in order to enable use of such a system and installation of same in the vehicle in compliance with the manufacturer's instructions lies solely with the participant. The relevant manufacturer's certificate is to be presented during Technical Scrutineering.

1.5 General Regulations

Permitted modifications and installations

www.austria-motorsport.at The only work which is permitted to be carried out on the vehicles is that necessary for its normal servicing, or for the replacement of parts worn through use or accident. The limits of the modifications and installations permitted are specified hereinafter.

Any part worn through use or accident may only be replaced by identical Pantera RX 6 Genuine Parts that are assigned to the eligible vehicles in compliance with Item 2.1. The Pantera RX6 Genuine Parts are specified in the valid spare parts catalogue in each case. The use of components manufactured by other Companies for other groups of vehicles is also prohibited.

The service and replacement intervals and adjustment values specified by MJP (see Technical Manual) are to be observed. The Entrant must make written application to the Series Organiser and receive written authorisation before making any such modification.

1.6 Minimum weights and ballast

It is the Entrant's responsibility to ensure that at all times during the event the mandatory minimum combined weight of the vehicle with empty fuel tank, driver equalisation weight and the driver (together RX-Pantera_02.12.2025

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with all driver equipment) of 1380 kg is reached. At no time during an event is the vehicle weight permitted to be less than the mandatory minimum weight. The minimum vehicle weight must also be observed when the levels of operating liquids are under minimum level. The Technical Scrutineers shall specify a weigh scale for the checking of weight of the vehicles and drivers. It is referred to here as the "official scale". The official scale is located in the Series technical scrutineering tent or in an alternative designated place. This is also the weighing area.

Weight changes during the race Weekend

During the race weekend, the weight of the vehicle is only permitted to be altered by:

- Changing from slick tyres to wet tyres or vice versa;
- Consumption of consumable materials and fluids.

On the way from the circuit to the Parc Fermé and in the Parc Fermé itself, and on the way to the post-race Technical Scrutineering under no circumstances is weight permitted to be added to the vehicle or the driver.

Verification of the minimum weights by the participants on the official scale

Entrants have the opportunity to check the weight of their vehicles and drivers during the event on the official scale with the permission of the Technical Scrutineers. Only the measurements recorded by the Technical Scrutineers shall be deemed accurate for the purposes of compliance with the regulations.

Personal protective driver equipment during weighing

During the weighing, each driver must wear his/her complete driver apparel as set out in Annex L, Chapter III of the ISC, plus the mandatory head restraint system.

Weighing of vehicles

The vehicles are weighed as follows:

- Weighing of vehicles is carried out regularly on the official scale.
- During the weekend, weighing can also be done by the Technical

Scrutineers on the scale of AMF, which is at a fixed location in the race area. Any differences between these scales are taken into account by the Technical Scrutineers. If the weighing on the AMF scale indicates that the vehicle in question might be found underweight on the official scale, this vehicle, the driver and his/her protective equipment must again be weighed on the official scale which is the only result to be taken into consideration and to be binding.

- If a driver is given the signal that his/her vehicle has been selected for weighing, he/she must take the shortest route possible to the weighing area/AMF scale and turn off the engine.

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Ballast

The installation of ballast is permitted.

Minimum vehicle weight

The minimum weight of a vehicle is 1300 kg without Driver and Equipment.

- The driver or a team member will receive written confirmation of the measured weights. During weighing the driver is not permitted in any way to influence the weighing result.
- Any appeal against the observed weight must be immediately submitted to the Technical Scrutineers after receiving the report.

If a vehicle cannot reach the weighing area under its own power, it must be brought to the weighing area solely by marshals. If this is not possible, then the Technical Scrutineers can assign other persons for this purpose.

Leaving the weighing area

Without the consent of the Technical Scrutineers, the driver is not permitted to leave the weighing area and the vehicle is not permitted to be removed.

Replacement and loss of vehicle parts

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All vehicle parts that were replaced during the race weekend must be presented to the Technical Scrutineers without request for inspection. The parts that were removed from the vehicle will be marked by the Technical

Scrutineers if necessary and are not permitted to be modified in any way afterwards. These parts must remain in the pit or in the technical scrutineering tent in sight of the Technical Scrutineers or their assistants until released by the Technical Scrutineers. These parts can be considered when determining the weight instead of the replaced parts. In case of a loss of coolant, the final weight of the car may be only determined by draining all remaining coolant liquid (from engine, coolant reservoir, all radiators, all coolant hoses and connectors) and adding 25kg to the measured weight of the car.

Parc Fermé rules for vehicle weighing

Vehicles that have been specified for weighing are subject to Parc Fermé Regulations. It is forbidden to add or remove any substance to/from the vehicle a.er it has been selected to be weighed. The same applies during the weighing process and a.er the end of the race. Excluded are actions of the Technical Scrutineers.

Bringing the vehicle to the weighing area

It is the entrant's responsibility to ensure that the race vehicle entered by him/her can be brought directly to the weighing area when instructed by the Stewards or the Technical Scrutineers at any time during the event. In any case, Parc Fermé rules apply to the vehicle from the moment of the order until the termination of the weighing process.

Regulations on the route to and in the weighing area

Moreover, Parc Fermé rules apply to the route to the weighing area and in the weighing area itself. Only the responsible sporting marshals and their helpers are permitted to enter the weighing area. In this area, the only activities on the vehicle are those expressly permitted by the aforementioned persons. If a vehicle is not presented for weighing despite a request, the Technical Scrutineers will inform the Stewards.

1.7 Vehicle damage

Should a vehicle be presented for weighing with lost or damaged parts it shall be at the sole discretion of the Technical Scrutineers to determine the parts that should be replaced prior to the vehicle being weighed.

1.8 Noise regulations

The maximum permitted noise limits are 98+2 dB (A) measured in compliance with the LWA- procedure and 106 dB (A) in compliance with LP-procedure. The noise level will be determined in compliance with the AMF-pass-by measuring method (mandatory for all circuit events). The current AMF-noise regulations must be respected.

1.9 Starting numbers

The starting numbers must be according the **"SPORTING REGULATIONS AUSTRIAN CHAMPIONSHIP 2026 for RALLYCROSS DRIVERS"**

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1.10 Safety equipment

The vehicles must comply with Appendix J, Article 277, Art.2, category "II-SH" unless stated otherwise.

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1.11 Fuel type:

Fuel must be according the **"STANDARD SPORTING REGULATIONS AUSTRIAN CHAMPIONSHIP 2024 for RALLYCROSS DRIVERS"** or E-Fuel.

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1.11.1 Fuel controls

At any time during an Event, it must be possible for the scrutineers to take at least 3 litres of fuel as a sample.

1.11.2 Refuelling, Refuelling installations and control

All additives are prohibited. All chemical changes to the fuel are forbidden. Any operations involving the handling of fuel require the proper grounding to earth of the vehicle and all equipment involved; in addition, there must be two 9kg ABC Dry Powder or alternatively two 5kg CO2 fire extinguishers present in the area of the fuel operations. Fuel may only be added or removed into or from the fuel cell of the car using a closed circuit fuelling system manufactured by a specialist company (the Series Organiser

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reserves the right to inspect any system being used and approve or disapprove its use). The exact specification of the closed circuit fuelling system may be chosen by the team according to their needs (size, pump speed, etc.) however no safety aspect of the system is permitted to be changed. Should there be any circumstances where a team is unable to use the closed circuit fuelling system, then any fuel operations must be performed outside the team tent in a fenced and gated area of at least 5m in each direction of the car. All personnel working in this area must wear full fireproof clothing (including shoes, gloves, googles, balaclavas, etc.). The car and all equipment must be grounded to earth properly and at least two 9kg ABC Dry Powder or alternatively two 5kg CO₂ fire extinguishers with standby personnel (not involved in any fuel operations) must be present in this area. Under no circumstances must members of the public, team guests or unauthorised personnel be permitted in this area at any time during the fuelling operation; it is the responsibility of the team to ensure that such persons are excluded from the area. Any work requiring the fuel cell to be opened may only be performed after all fuel has been completely removed from inside the fuel cell and with appropriate protection and fire extinguishers being present at the respective work place. Smoking and hot works are prohibited when any operation involving fuel or the fuel cell is in progress.

1.12 Technical Definitions

In addition to the definitions in the "General Regulations, Definitions and Clarifications regarding the Technical Regulations" the definitions set out in Appendix J (Art. 251 ISC of the FIA) shall apply.

2. Specific Technical Regulations

2.1 General Information

Technically identical vehicles with the designation Pantera RX6 built by MJP, shall be used for the Series. Only vehicles of model year 2018 till 2020 (see following General vehicle description) are permitted.

Certain special parts used in the Pantera RX6 cannot be obtained with any dealer organisation but instead can only be obtained from the

MJP Racing GmbH & CoKG

Süddruckgasse 14
2512 Oeynhausen
Austria

Tel.: +43 664 1372977

Email: office@mjp-racing.at

The vehicles must comply with the requirements of these Technical Regulations. Technical acceptance of the vehicles is undertaken by the Technical Scrutineers. In addition to the Technical Regulations according Part 2 in these Regulations, the following specific Technical Regulations are applicable.

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General Vehicle Description

Pantera RX6

For further general descriptions the entrant shall refer to the respective paragraph of this technical regulations.

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2.2 Engine General Description

- Ford Ecoboost 4-cylinder front-mid transaxle engine
- PIPO Moteurs, Sealed
- 2,345 cm³; stroke 94 mm; bore 87,5 mm
- Max. power: 390 kW (530 hp) at 5250 – 7000 rpm
- Max. rpm: 7,000 rpm
- Single-mass flywheel
- Water cooling with heat management for engine and gearbox
- Four valves per cylinder
- Variable cam phasing (Intake & Exhaust)
- Multiport air intake manifold fuel injection
- Garrett Turbo, Anti-Lag System
- Required fuel quality: minimum 102 octane, unleaded
- Wet sump lubrication
- Electronic engine management (Life Racing, torque control)
- Race exhaust system with regulated race catalytic converter
- Electronic throttle pedal

The engines are sealed at MJP prior to delivery. A vehicle with an unsealed engine or with a damaged seal is not permitted to participate in the Series under any circumstances. Any work on the engine that requires the seal to be opened is only permitted to be undertaken at MJP. An engine change has to be approved in writing by the Series Organiser prior to the change. Engines can be called in and inspected at the instructions of the Stewards. Before the engines are delivered and refitted, a new seal shall be affixed at MJP.

Engine Electronic Control Units

Throughout the entire event, only the Life Racing electronic control units coded and sealed by the Series Organiser for the races are permitted to be used. The electronic control unit incl. the complete wiring harness must be used without modifications. The Series Organiser or the Technical Scrutineers reserve(s) the right to check or exchange the electronic control unit or record the engine characteristic data at any time during the event. The Series Organiser reserves the right to reprogram the electronic control units and to seal the plug-in connectors for reading the electronic control units at any time. It is thus ensured that the status of the program and data are identical for all participating vehicles.

2.2.1 Exhaust System

The race exhaust system is not allowed to be modified.

2.3 Power Transmission (gearbox/differential lock)

General Description

Unic AB five speed sequential shift, center of the car Sealed (for warranty purposes only) Adjustable preload and ramps. The gear ratios are not allowed to be changed. The differentials are not allowed to be modified in setup during a race except for adjusting the external preload settings.

Gear ratios:

Final drive z11-41 i = 3.73
1st gear z11:34 i = 3.09
2nd gear z14:32 i = 2.29
3rd gear z15:28 i = 1.87
4th gear z17:26 i = 1.53
5th gear z20:25 i = 1.25

- Pressure-oil lubrication with active oil cooling by oil-radiator
- Mechanical limited slip differential
- Double-disc sintered metal race clutch
- Sequential gear shift

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2.4 Brakes

Only vehicles with the brake calipers are permitted that correspond with the delivery conditions. It is not permitted to modify the vehicle to endurance brake calipers, even if they might be listed in the parts catalogue.

General Description

Two independent brake circuits with brake pressure sensors for front and rear axle, adjustable by the driver via brake balance system.

Front axle:

Four-piston ALCON aluminium racing calipers in mono-bloc design, piston springs Ventilated and grooved steel brake disc 300 mm diameter with aluminium disc bell Racing brake pads Optimized ventilation routing.

Rear axle:

Four-piston ALCON aluminium racing calipers in mono-bloc design, piston springs Ventilated and grooved steel brake disc 300 mm diameter with aluminium disc bell Racing brake pads Optimized ventilation routing.

Front axle:

- Aluminium 4-piston fixed calipers, one piece
- Internally vented brake discs, diameter = 300 mm
- Racing brake pads

Rear axle:

- Aluminium 4-piston fixed calipers, one piece
- Internally vented brake discs, diameter = 300 mm
- Racing brake pads

The complete brake lines and all connections must remain original at all times during an race event of the Series. At the Series Organiser discretion and when being asked, every competitor must remove also the permitted components.

2.5 Steering (steering wheel/hub extension)

The position of the steering rack on the front axle control arm is determined by spacer. Hub extensions may only be used as per prior written individual approval of the Series Organiser. Furthermore, the parts used must be original MJP parts. The standard longitudinal and height adjustment facility is permitted to be used.

2.6 Wheel Suspension

General Description Front Axle

- Double wishbone suspension with 250mm travel
- Adjustable in ride height, wheel camber and toe
- Aluminium uprights milled, min. 3kg
- Forged struts optimized stiffness
- Double shear track rod connection
- Heavy-duty spherical bearings
- Racing shock absorbers
- Double-blade-type anti-roll bar

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General Description Rear Axle

- Double wishbone suspension with 250mm travel
- Adjustable in ride height, wheel camber and toe
- Aluminium uprights milled, min. 3kg
- Forged struts optimized stiffness
- Double shear track rod connection
- Heavy-duty spherical bearings
- Racing shock absorbers
- Double-blade-type anti-roll bar



The suspension is permitted to be modified within the scope of the specified setting range. All genuine parts must be retained.



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Additionally, the screw positions of the trailing arms at the wishbone bearing points may not be modified. The wheelbase on the left and right sides of the vehicle must be 1889 mm +/-15 mm. The measuring points are the centres of the wheel hubs.

Anti-Roll Bars

The anti-roll bars are only permitted to be unhooked provided that no parts are removed in the process. Only the setting options for which the technical specifications have been provided are permitted to be used. It is permitted to change the Anti-Roll Bars and to use the adjustable ARB-setting with 2 Servomotors (front, rear) connected to the electrical ECU-control unit. The ARB parts are not allowed to be changed.

Other shims or methods for axial clearance compensation must not be used. However, the overall axial clearance must not be less than 2 mm referred to each anti-roll bar.

Shock absorbers/springs

Only the factory-installed type Reiger 3-way adjustable actuated via pushrod shock absorbers and matching chassis springs in their original condition are permitted to be used. The bump stops are not allowed to be modified and have to be used in their standard configuration.

2.7 Rims and tyres General Description

Front axle:

Single-piece light-alloy Braid rims design, 8J x 17 ET 54

Rear axle:

Single-piece light-alloy Braid rims design, 8J x 17 ET 54

Rims

The use of any other rims than the originally specified rim is prohibited. Only the use of valve caps mentioned in the respective spare parts catalogue is permitted and strictly enforced for all races. The rims are permitted to be painted. It is prohibited to paint or treat any functional surfaces (rim bed, contact area of wheel nut, mounting surface of the wheel). Rims may be repaired. The friction strips on the inside of the rim must stay functional and must not be treated in any way.

Tyres

Tyres must be according the "SPORTING REGULATIONS AUSTRIAN CHAMPIONSHIP 2026 for RALLYCROSS DRIVERS".

Treatment

All chemical, mechanical or thermal treatment of the tyres is prohibited. Cleaning of the rims is permitted. The usage of heat guns or any similar devices of any kind to help the removal of rubber abrasion and stones ("tyre scraping") is prohibited. The use of heated covers, materials or other means that change the temperature of the tyres is prohibited for the entire duration of an event. From the time of the pre-start until the end of the session the for the event approved tyres are not allowed to be covered. This applies for slick as well as rain tyres.

2.8 Bodywork and Dimensions

General Description

Lightweight bodywork with smart aluminium-steel composite construction Welded-in roll cage, in compliance with FIA Homologation Regulations for safety cages. The bodykit image is created and designed by MJP according to customer requirements.

www.austria-motorsport.at Front bonnet with air intake ducts for cockpit ventilation and quick release fasteners.

- Pre-equipped fixation point for center safety net attachment Pickup point for lifting device fenders
- rear wheel arches
- front-end with spoiler lip
- rear-end with integrated rain light, in compliance with FIA Homologation Regulations

Lightweight exterior:

- Carbon-fibre-reinforced plastic doors with sport-design rear-view mirrors
- Carbon-fibre-reinforced plastic rear engine lid with quick release fasteners
- Carbon-fibre-reinforced plastic adjustable rear wing (9 positions)
- Polycarbonate door windows and rear side windows with ventilation openings
- Polycarbonate rear window
- Rear underfloor



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MJP designed bodykits are not allowed to be changed in their design, mounting points and geometry. Self-design bodykits can be used after a confirmation of MJP and have to consist all safety relevant scopes as requested. Self-designed bodykits are just allowed after an official agreement of MJP.

Cockpit:

- Ergonomic driver-oriented center console
- Steering wheel with quick release coupling, control panel
- Adjustable steering column
- Race bucket seat with longitudinal adjustment, Homologated to latest FIA requirements
- Individual padding system (delivery with size M)
- Shock absorbing roll cage safety cover for leg protection at drivers foot well
- Six-point racing safety harness
- 30 litre fuel cell (FT3 safety fuel cell) and „Fuel-Cut-O©“ safety valve in accordance with FIA regulations
- Water-based paint

Overall vehicle dimensions and overhangs:

The overall length of the vehicle depends on the MJP released Bodykit – see general description.

a) External bodywork (including windows)

The delivery status of the bodywork has to be preserved.

Windscreen

To protect the windscreen and as a safety measure, 'tear-o©' screens are permitted to be attached to the windscreen. Fitting will be checked during technical scrutineering and must be removed where applicable on request of the Technical Scrutineers.

b) Cockpit

The delivery status of the bodywork has to be preserved.

Seat

The seat has to exhibit all requirement of the FIA Classification and Definitions for TitansRX International Series (Category II-SH).

Safety Nets

Additionally, every car must be equipped with a FIA confirmed safety nets mounted complying with the TITANSRX mounting instructions.

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2.9 Aerodynamic devices

2.10 Wing

The original position of the wing section is permitted to be changed within the specified scope for adjustment.

Taping over of any slots in the bodywork, wings or other permanent parts, joints and openings is not permitted.

Any alteration or amendment outside the above set parameters will render the vehicle non-compliant with the Technical Regulations and may be subject to penalties from the Stewards.

2.11 Electrical equipment

General description

- ECU Master colour display ICD with integrated fault diagnosis
- ECU Master electrical system control unit IPS32
- Electronic throttle system
- Fire extinguishing system (extinguishing agent: gas)
- Battery 12 V, 30 Ah, leak-proof
- Alternator 150 Ah
- Fan in light weight design
- Wiper with direct drive (intermittent and high speed function)

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Lighting system:

LED rear lighting system and rain light in compliance with the latest FIA Regulation
CAN connection (data logger, video system)

Optionally, the usage of the following electrical equipment is permitted:

- oil level indicator, bracket
- charging cable, bracket,
- cockpit illumination

From the “pre-start” to the end of the “Parc Fermé” during the race event, only the Series Organiser and personnel nominated by the Series Organiser are permitted to connect laptops/computers to the vehicles. For the same period, no external connection (also wireless) may be made between the car and any external equipment. It is not permitted at any time for any competitor to read any sensors with any equipment, which are not allocated to the competitor’s own team. Any breach of this regulation may result in the vehicle being disqualified from qualifying or racing.

2.12 Fuel circuit

Only the fuel system permitted for the Pantera RX6 vehicles of model year 2018 till 2020 are permitted to be installed.

2.12 Lubrication system

Lubricants

Engine:

MJP Specified engine oil is compulsory. All additives are prohibited.

Transmission:

MJP specified transmission oil is compulsory. All additives are prohibited. There must be a minimum of 1.6 litres of transmission oil in the gearbox at all times during the event.

2.13 Miscellaneous Seals

The following seals are affixed:

- Engine:
- Valve cover, le. (1x)
- Valve cover, right (1x)
- Oil pump le. (1x)
- Engine control unit: Connector for control unit wiring harness (2x)

If seals and marks are applied to the vehicle by the Technical Scrutineers or GRC, these must not be damaged, changed or reproduced. If one or more damaged or missing seals or markings are discovered, the vehicle can be excluded from the event. If one of the seals on the engine control unit is opened to allow welding work to be carried out, the control unit must then be taken to the Technical Scrutineers for an additional inspection and then be resealed, without being requested to do so. The removed seal(s) must be handed over to the Technical Scrutineers. Seals that have fallen off during the race or are damaged must be notified to the Technical Scrutineers in writing no later than one hour after closure of the “Parc Fermé”.

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Cameras

Only the use of Cameras according the **“SPORTING REGULATIONS AUSTRIAN CHAMPIONSHIP 2026 for RALLYCROSS DRIVERS”** are allowed.

Notes

Everything that is not expressly permitted in these Regulations is prohibited. Any adding or removal of material, heat treatment or coating to alter a parts properties and/or dimensions is forbidden. Mounting a part in a different way or location than original delivery condition is forbidden. Any permitted changes may only serve the intended purpose. The decision of the Series Organiser shall be final regarding any interpretation of these Regulations. The Series Organiser reserves the right to amend and extend these rules (in consultation with the AMF).

