

# AUSTRIAN SUPERMOTO STATE CHAMPIONSHIP 2025



**AUSTRIA  
MOTORSPORT**

MEMBER OF



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## The Austrian Motorsport Federation (AMF) prescribes the

“Austrian Supermoto State Championship 2025” under the title “S1”, the

“Austrian Junior Supermoto National Championship 2025” under the title

“S3 Juniors” and the “Austrian Youth Supermoto State Championship 2025”

Under the title “S Jugend” under the following conditions:

The FIM/AMF regulations for Supermoto, the provisions of this Supplementary Regulations and the “data sheets” to be drawn up for the respective events under Article 1, which must be submitted to the AMF for approval, apply.

### 1. Conditions of Participation

License holders of the AMF and the FIM Europe-FMN's are eligible to participate and are eligible to take part.

### 2. Approved vehicles

Category I, Group A 1 + Category 2, Group C – Solo motorcycles

<b>S1</b>	over 175 cc two-stroke over 290 cc to 450 cc four-stroke
<b>S3 Juniors</b>	over 100 cc to 250 cc two-stroke over 140 cc to 450 cc four-stroke up to the age of 14, limited to 125 cc two-stroke or up to 250 cc four-stroke
<b>S youth</b>	over 65 cc to 85 cc, two-stroke, including class up to 65 cc, two-stroke

### 3rd rating

Points are awarded in each class per run according to the following scheme:

ÿ 1st place	25 points	ÿ 11th place	10 points
ÿ 2nd place	22 points	ÿ 12th place	9 points
ÿ 3rd place	20 points	ÿ 13th place	8 points
ÿ 4th place	18 points	ÿ 14th place	7 points
ÿ 5th place	16 points	ÿ 15th place	6 points
ÿ 6th place	15 points	ÿ 16th place	5 points
ÿ 7th place	14 points	ÿ 17th place	4 points
ÿ 8th place	13 points	ÿ 18th place	3 points
ÿ 9th place	12 points	ÿ 19th place	2 points
ÿ 10th place	11 points	ÿ 20th place	1 point

All results are counted, no discarded results.

In class S1, the prerequisite for these points to be awarded is that at least 8 riders have started in each final; in classes S3 Juniors and S Youth, at least 5 riders have started in each final.

For the daily ranking, the winner is the driver with the most points; in the event of a tie, the better result of the second run is decisive.

In the annual ranking, if there is a tie in points, the better results will be taken into account; if there is a tie in points and results, the result of the last run is decisive.

maximum  
6 events

### 4. Events

beginning	End	Location	organizer
26.04.25	27.04.25	PS Racing Center Greinbach, ST	Supermoto Austria
28.06.25	29.06.25	PS Racing Center Greinbach, ST	Supermoto Austria
26.07.25	27.07.25	MJP Racing Arena, Fuglau, N	Supermoto Austria
09.08.25	10.08.25	Motorsport Arena, Bad Fischau, Lower Austria	Supermoto Austria
20.9.25	21.09.25	ÖAMTC Wachauring, Melk, Lower Austria	Supermoto Austria

The organizers are obliged to organize the championship competitions according to the AMF standard regulations for Supermoto competitions.



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## 5. Awarding of prizes

The winner of class S1 will receive the title

**“Austrian Supermoto National Champion 2025”** will be awarded.

The winner of the S3 Juniors class will receive the title

**"Austrian Junior Supermoto National Champion 2025"**

The winner in the S Youth class will receive the title

**“Austrian Youth Supermoto National Champion 2025”** was awarded.

## 6. Events

The AMF championship texts “Supermoto-ÖM” and “Junior, Youth Supermoto-ÖM”

The events listed are open to the EU A/B and are part of the Austrian Championships listed above.

If necessary (e.g. cancellation of an event due to force majeure), the AMF can arrange a replacement event.

## 7. Routes

The routes must be approved by the AMF for supermoto competitions. The respective routes are marked and the participants must adhere to the route.

Minimum route length (including off-road portion) = **800** m.

## 8. Applicants and drivers

### 8.1 Driver age

S1	from the age of 15 (from the age of 14, limited to up to 250 cc two-stroke or up to 250 cc four-stroke)
S3	from the age of 14 to the age of 23 (from the age of 13, limited to up to 125 cc two-stroke or up to 250 cc four-stroke)  (including drivers who will turn 23 in 2025)
S youth	from the age of 8, limited to 65 cc from the age of 9 to the age of 15 (including drivers who will turn 15 in 2025)

### 8.2 Double starter

Double starts in the S1 and S Junior classes are allowed with the restriction for drivers who 2024 were among the top 10 in three or more races (individual races) in class S 1 are not allowed.

### 8.3 Applicants

If an applicant is listed on the official results list, he or she must be in possession of a valid applicant license for 2025. At least one copy must be presented on the day or at the event location. Clubs/associations that do not have a valid license may not appear on the official results list.

## 9th nomination

Entries must be sent to the respective organizer, accompanied by payment of the entry fee as stated in the respective data sheet (entry deadline and amount) (the entry fee will only be refunded in the event of cancellation).

In addition, it is also possible to register up until the time of administrative acceptance, whereby places will be allocated after the entries have been received, taking into account the respective championship standings.

The maximum entry fee may not exceed € 180 (for individual entries) or € 160 (for annual entries).

(1st registration deadline = April 15, 2024) per class and event.

The maximum entry fee in the youth class is € 60,-- or € 50,-- for annual entry

in the junior class € 180,-- or for an annual entry € 160,--

(1st registration deadline = April 15, 2024).

## 10. Approved vehicles

Unless otherwise stated in these regulations, the FIM technical regulations apply.

### 10.1 Fuel / Liquids

Only unleaded fuel of commercial quality, which is readily available at any public petrol station, may be used.

Prohibited: e.g. AVGAS

Allowed: E-Fuels

Please note that only fuel in accordance with Article 63 of Appendix 01 for Motocross to the FIM Sporting Code may be used.

In case of violations, exclusion is to be expected.

Petrol and oil containers with sufficient capacity must be installed.

These must be leak-proof and emptied before each training session/run.

Engine and transmission ventilation as well as carburettor overflow must flow into a closed, easily accessible collecting container made of oil and fuel-resistant material with a volume of at least 100 cm<sup>3</sup>.

Containers that are not suitable for the level of a motorsport discipline (drink cans, shampoo bottles, etc.) are not permitted.

The safety wires for the caps and drain plugs of oil and coolant tanks must be visibly attached.

The oil filter must be secured mechanically.

External oil filters as well as screws and bolts that are in the area of the oil flow must be drilled and secured with wire. For internal oil filters, the screws on the covers must be drilled and secured with wire.

Allowed cooling liquid: pure water or MoCool



### 10.3 Noise limit

According to FIM - 2024 noise regulations or maximum limits prescribed for the track.

The noise measurement is carried out according to the current FIM noise level regulations using the 2m Max method.

The noise limit is 114 dB/A before training/race, 115 dB/A during and after training/race.

If the noise limit is exceeded, the system will be moved back 5 positions.

### 10.4 Start numbers

The following colors are permitted:

Color group 1:	white, yellow, orange, red
Color group 2:	black, green, blue, red

Any combination of a colour from Group 1 with a colour from Group 2 is permitted, except: red - red, red - orange and red - green. The color chosen as background or number is up to you.

List of possible combinations:

- ÿ white / black, white / green, white / blue, white / red
- ÿ yellow / black, yellow / green, yellow / blue, yellow / red
- ÿ orange / black, orange / green, orange / blue
- ÿ red / black, red / blue

The individual digits of the number at the front must have a height of at least 120 mm (100 mm on the sides) and a line width of 20 mm in the foreground colour.

### 10.5 tires

Allowed: Approved Supermoto tires / slick and Supermoto rain tires.

Prohibited: FIM Enduro, MX or Trial tires

Additional profile cuts are permitted.

There are no tire restrictions.

### 10.6 Miscellaneous

An effective chain sprocket cover must be fitted.

The handlebar mount or the handlebar crossbar must be covered.

All glass parts or glass-like parts (headlights, indicators, tail lights, rear-view mirrors, etc.) must be removed or secured against breakage and splintering (e.g. by taping over them).

Stands must be dismantled. Broken levers are not permitted.

Grinding devices must be fitted to footrests and axles (front if possible).

An underrun protection (engine protection) must be installed on the motorcycle.

Helmet cameras and their mounts are not permitted.



Recording units (recorders) of two-part systems must be attached to the frame or panel parts in a suitable manner.

## 11. Drivers' equipment

All drivers are required to wear helmets in accordance with Art. 01.67 of the Technical Regulations for Supermoto/Motocross/Road Racing of the FIM.

### Helmnormen - Gültigkeit und Fristen

	2023	2024	2025
<b>Offroad</b>	UN ECE 22-05 & 22-06		
	JIS T 8133:2015		
	SNELL M 2015 oder SNELL M 2020 D oder SNELL M 2020 R		

Goggles or visors must be used at the beginning of each training session/race.

Forbidden: Tear off (tear-off films) for glasses without a catching system

Allowed: Tear off (tear-off films) for the glasses with catching system  
Roll-off goggles are allowed

Boots in accordance with FIM regulations for supermoto/motocross, leather gloves and one-piece leather suits or MVD racewear suits are required. If the clothing consists of several parts, the parts must be connected with a zipper. The use of back protectors is mandatory.

Failure to comply with these rules may result in exclusion from the event.

### Rückenprotektor - verpflichtend

- EN1621-2 Level 1 oder Level2 – verpflichtend  
FB – Full Back  
CB – Central Back



## SCHEDULE OF THE EVENTS

### 12. Administrative and vehicle inspection

During the administrative inspection, participants must present the following documents: license, if applicable, foreign take-off permit.

During the vehicle inspection, a technical inspection of the participating vehicles and their equipment (helmet, leather suit, boots, gloves and back protector) is carried out, and the driver must be present. The vehicles must be presented to the AMF scrutineers with the designated start numbers. A maximum of 2 vehicles per driver and class may be inspected, which must be from different brands and/or have a

can have different displacement.

### 13th training session

If qualifying and the race do not take place on the same day, a warm-up lasting 5 minutes per class is scheduled on the day of the race.

The drivers will be randomly assigned to individual training groups by the organizer, with both groups having the same number of starters.

Driving on the race track or the surrounding areas and roads outside of the scheduled training times as well as training in the paddock is prohibited and will result in exclusion from the event.

To participate in the races, at least 3 timed training laps/warm-up laps must be completed.

### 14. Classification of races

In class S1 there will be two independently scored finals of 18 minutes + 1 lap each.

In the S3 Juniors class, two finals of 15 minutes + 1 lap were held, each independently scored.

In the Youth Supermoto Austrian Championship, two independently scored finals of 10 minutes + 1 lap will be held.

If more drivers have registered than the maximum number of starters, a B-final with one run will be held (minimum number of starters = 10).

The starting grid for both finals, or the final, is determined based on the fastest lap times, taking all training groups into account. If there are 2 training groups within a class, the grid is determined based on the results of the time trial groups: Pole position: the fastest driver, regardless of the group, starting position 2: the fastest driver in the other group, etc. The number of drivers eligible to take part in the finals is also based on the provisions in the relevant AMF racetrack assessment protocol.

The timing in training and races is done by transponder. The organizer can require a deposit for the use of the transponder, which will be refunded if it is returned properly.

becomes.

### 15th pre-start/warm-up lap

The motorcycles must be on the starting position reached in the qualifying session no later than the time indicated in the schedule.

Once the pre-start area has been entered, a motorcycle exchange is no longer possible. In the event of late arrival, the



Penalty Line (depending on the number of starters, the position(s) behind the last-placed driver in training) be started.

Before the start of the race, all participants must complete a mandatory warm-up lap. The starting signal for this is given by the race director, row by row. Drivers who do not start the warm-up lap or who cannot complete the warm-up lap can carry out repairs in the mechanics' box until the start of the race and then start from there.

## 16th start

The start is made standing with the engine running according to the schedule in the respective data sheet.

The starting line-up is as follows: 4 riders per row/at a minimum track width of 8 m, with the rows staggered to each other (otherwise according to the pattern 4/3/4 or 3/3/3).

No one except the drivers and the necessary officials may be in the starting area.

At the end of the field, the closed starting grid is indicated by a green flag. As soon as all drivers are positioned, the starting judge at the end of the field signals to the starter that the starter is ready to start by raising the green flag.

If a driver has any problems during this process, he must stop and immediately indicate this by raising an arm to inform the starter. The race director will then give the driver concerned the necessary instructions.

The starting signal is then given by a flag or traffic light signal.

False starts are determined by so-called "start judges" or by video evidence from the organizer and punished as follows:

The rider concerned will be notified of a Stop&Go penalty by a board with his start number at the start/finish line. He must then report to the designated and clearly marked Stop&Go position within the next three laps; he must bring his motorcycle to a stop with the front wheel on the line and may continue the competition after 5 seconds of immobilization at the signal of the judge.

Drivers who do not comply with the stop/go penalty after 3 laps will be shown the black flag for an additional three laps.

If several drivers have committed a false start, this will be reported to the fastest driver according to the starting grid first, the next fastest second, and so on.

If it is not possible to display the penalty for organizational reasons, 15 seconds will be added to the driving time of the driver in question.

## 17. Driving Rules/Box

During the races, overtaking is possible on both sides, but the faster driver must be given space when overtaking. Obvious obstruction or endangerment of third parties through inappropriate driving will result in exclusion. In addition, a ban on starting the next race may be imposed.  
become.

The route is marked. If you deviate from the route, you must continue your journey at the next point where you left the route, otherwise you will be disqualified from the competition, provided that this can be done safely and no advantage is gained from it. In the event of engine damage or a breakdown, you must leave the route immediately to prevent the road surface from becoming dirty.

If you are eliminated during training or a race, the motorcycle must be removed from the track using the shortest route possible. It is forbidden to leave the eliminated machine on the race track. The motorcycle may only be brought to the paddock or pit after the end of training/race. Changing machines is prohibited during the race, and no reserve motorcycles are permitted in the pit during the race. Help from outside parties is prohibited and will result in the exclusion of the driver in question. Help is only permitted in an emergency (only by the track marshals assigned by the organizer).

During the races, driving into the paddock will result in exclusion from the respective race.

A box for mechanics and helpers is set up and contains at least one time information monitor.

Walking speed must be observed in the pit area. Entry only with a valid authorization card (each driver receives 2 mechanic cards during administrative registration)

Before leaving the pit, the driver must ensure that entry onto the track is possible without danger or obstruction.

Only walking speed is permitted in the paddock; so-called "burn outs" and "wheelies" are prohibited. Violations may result in a fine (€ 150,-) or even a ban on starting.

In the paddock: On the entire event site, especially in the paddock, outside the race track, all motorized and non-motorized vehicles are prohibited

(bicycles) at a maximum of WALKING SPEED. Failure to comply will result in cancellation of race placings, a ban on starting or even expulsion from the event. This applies to everyone –

There is no longer an age limit for children! The instructions of officials, committee and board members apply without exception. They will again be provided with marked ID cards!

## 18. Flag signals

The following flag signals may be shown during practice and races; a

Failure to comply with these signals will result in punitive sanctions:

Red-white-red flag:	start of the race/training
Black Flag	with driver number: stop for the driver in question
Yellow flag (waved):	Immediate danger. Prepare to stop. No overtaking; no jumping
Yellow flag with red Stripes:	Contaminated road surface (e.g. by oil)
Blue Flag (waved):	Let overtaking drivers pass (especially in the race)
Black and white checkered flag:	end of the race/training



Red Flag:	Cancellation of training/race – all drivers must stop at the next track marshal
Green Flag:	Clear the way, no danger!
<u>minimum sentence</u> if the yellow Flag:	In training: deletion of the two fastest laps In the race: 10 positions back

## 19. End of the race / classification

The race ends after the leading driver has completed the specified distance and has completed a full lap, which is shown on a board at the finish line. The winner is the driver who crosses the finish line first and is waved off. The following drivers are all waved off as they cross the finish line and are scored according to their laps. Drivers who do not cross the finish line within 3 minutes of the winner's arrival are not scored. All drivers are scored according to the number of laps they have completed. The club officials appointed as lap counters perform the role of timekeepers - no protest is permitted against their findings.

The results of the final races will be used for the Austrian Supermoto National Championship and the Youth and Junior National Championship.

## 20. Cancellation and restart of a race

If the race director decides to abandon a race, red flags will be displayed at the finish line and by the marshals. The drivers must immediately reduce their speed and return to the pit lane in an orderly manner.

If a race with a scheduled duration of 18 minutes is stopped after 9 minutes have elapsed, the race is considered to be over. In the junior class after 8 minutes, in the youth class after 6 minutes.

It is the responsibility of the race director to decide whether the driver(s) who caused the race to be abandoned in the event of a collision at the start will be allowed to restart.

If a race is stopped during the race, the driver responsible will not be allowed to restart.

no longer allowed - the driver will not be classified.

If the race is stopped within the first two laps, there will be a complete restart as soon as possible. Starting grid according to timed practice. If the race is stopped after the 2nd lap - 9 (8 or 6) minutes of racing time, the starting position corresponds to the positions in the last lap before the race was stopped. The remaining time will then be used. Drivers who were no longer in the competition at the time of the stoppage will not be allowed to start the race again. If the race is stopped due to weather conditions, the motorcycle can be swapped.

## 21. Parc Fermé / Technical controls

After the last final race of a class, the top three motorcycles of the Austrian National Championship of the last race must be brought directly to the Parc Fermé. A final inspection can be carried out there. The Parc Fermé will be released by the race director after the protest period has expired.

Technical inspections can be carried out on any motorcycle at any time.

If the inspection of a motorcycle is thwarted or refused, this will lead to exclusion from the event ranking and may result in a report being made to the AMF sports court. Technical offences can also lead to loss of points in the Austrian Supermoto National Championship or Youth/Junior Austrian Championship.

## 22. Announcement of the results

The results will be posted on the official notice board after each race.

## 23rd protests

Protests must be submitted to the race director or steward in accordance with the provisions of the Sports Act, including a protest fee of EUR 250,-, no later than 30 minutes after the results have been posted.  
to contribute.

Protests that may affect the next race must be submitted before the start of that race.

## 24th award ceremony

The award ceremonies for the individual races will take place at the event site, at the end of the event

instead of.

## 25th insurance

Event organizer liability insurance: Compulsory insurance with a minimum coverage amount of € 10 million.

The valid AMF regulations and possible insurance variants (coverage levels) for event organizer insurance (liability and accident insurance) can be viewed online at <http://www.austria-motorsport.at>.

AMF licensees are covered by accident insurance through their driver's license.

The current coverage levels for disability, death, medical costs and repatriation are available online at <https://austria-motorsport.at/lizenzen/versicherung> visible.

## 26. Disclaimer

The organizer reserves the right to issue more detailed implementation regulations for this announcement, to postpone or cancel races. Force majeure releases the organizer from its obligations. Each competitor bears civil and criminal liability for personal injury, property damage or financial loss caused by him or his drivers with the racing vehicle.

Participants fully understand and accept all risks and dangers of motorsport. If a participant is injured during an event, by submitting their entry for the event they expressly agree to any medical treatment, rescue, transport to hospital or other emergency facilities. All of these measures will be taken by personnel assigned by the organizer to the best of their knowledge and in their assessment of the participant's condition. Participants agree to bear all associated costs unless they are covered by the license accident insurance or other insurance contracts.

The participants therefore waive, for themselves and their legal successors, and for any insurance company with which they may have concluded additional contracts, any direct or indirect claims for damages against the AMF, its officials, the organizer

or organizer or race track owner, as well as any other person or association involved in the event (including all officials and authorities or organizations issuing permits for the event) as well as other applicants and drivers, collectively "Parties" called.

By submitting their entry to this Event, Participants irrevocably and unconditionally waive any and all rights, remedies, claims, demands, actions and/or proceedings that may be brought by them or on their behalf against the "Parties" in connection with any injury, loss, damage, cost and/or expense (including legal fees) suffered by Participants as a result of any incident or accident occurring during this Event. By submitting their entry to this Event, Participants irrevocably release, discharge, relieve, protect and hold harmless the "Parties" from liability for any such loss.

By submitting their entry for this event, the participants declare that they understand the full meaning and effect of these declarations and agreements, that they enter into these obligations of their own free will and thereby irrevocably waive any right to sue for damages against the "parties" to the extent that this is permissible under Austrian law. The participants waive for themselves and their legal successors in any case against the "parties", therefore in particular against the AMF, its officials, the organizer, organiser or race track operators, or against the

Authorities or organizations issuing permits are not liable for any claims relating to damages of any kind associated with the typical sports risk, in particular all typical and foreseeable damages. This also applies in the event of slight negligence on the part of the "parties".

### **27th Arbitration Agreement**

a) All disputes between the participants and the AMF or its officials, as well as the event organizer and organiser, as well as between the AMF or its officials and the event organizer or organiser arising from damages (personal injury, property damage or financial loss) in connection with this motorsport event, training or race are to be finally decided by an arbitration tribunal, excluding the ordinary courts. b) The arbitration tribunal consists of three arbitrators, namely the chairman and two assessors. The chairman must be a lawyer or former judge and have experience in liability issues in connection with motorsport.

c) Each party shall appoint an assessor within two weeks of announcing its intention to initiate an arbitration dispute. If the dispute is brought by several plaintiffs or is directed against several defendants, the arbitrator shall be appointed by mutual agreement between the parties. The assessors shall elect the chairman. If they cannot agree on the person of the chairman within two weeks, the chairman shall be appointed by the President of the Vienna Bar Association at the request of one of the assessors, taking into account point b). The assessors may, however, replace the chairman appointed in this way with another chairman at any time by mutual agreement.

d) If a party does not appoint its assessor within two weeks of receiving the written request from the opposing party, or if several parties cannot agree on an assessor within this period, the assessor shall be appointed by the President of the Vienna Bar Association at the request of the other party. The same applies if an assessor leaves office and the party concerned does not appoint a successor within two weeks.

(e) If an arbitrator does not accept office, refuses to perform his duties or unduly delays or becomes incapacitated, the foregoing shall apply mutatis mutandis to the nomination of a replacement.

At the same time, the arbitrator concerned shall be removed from office.

f) The arbitral tribunal is free to structure its proceedings in accordance with the subsidiary legal provisions. The arbitral tribunal shall meet in Vienna. The arbitral tribunal may establish the circumstances it considers necessary to clarify the facts of the case and take evidence without a request.

g) The arbitral tribunal shall decide by simple majority. The arbitral award shall be fully justified. The arbitral tribunal shall also decide on the costs of both the arbitration proceedings and the legal representation. The arbitrators shall be remunerated in accordance with the provisions of the Austrian lawyers' tariff.

h) The arbitral tribunal is also entitled, to the exclusion of the ordinary courts, to issue interim injunctions provided that the opposing party has been given the opportunity to comment beforehand. An interim injunction can also be revoked upon application if the circumstances change significantly.

(i) This arbitration agreement shall be without prejudice to the jurisdiction of the sports courts.

ADDITIONAL INFORMATION FOR ORGANISERS

ADDITIONAL INFORMATION FOR ENTRY FORM:

I accept the non-liability clause in point 22 of the tender and the  
I expressly acknowledge and agree to the arbitration agreement in point 22 of the tender and declare that  
I fully agree with it, as well as with all other points of the tender. I have the tender text (pages 1 - 15) in  
my possession.

.....  
signature of the applicant

.....  
driver's signature

.....  
Place, date

Valid  
in conjunction with the AMF approved  
respective event data sheet.

Austrian Automobile, Motorcycle and Touring Club  
Austria Motorsport  
The President Univ.-Prof. Dr. Harald Hertz



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