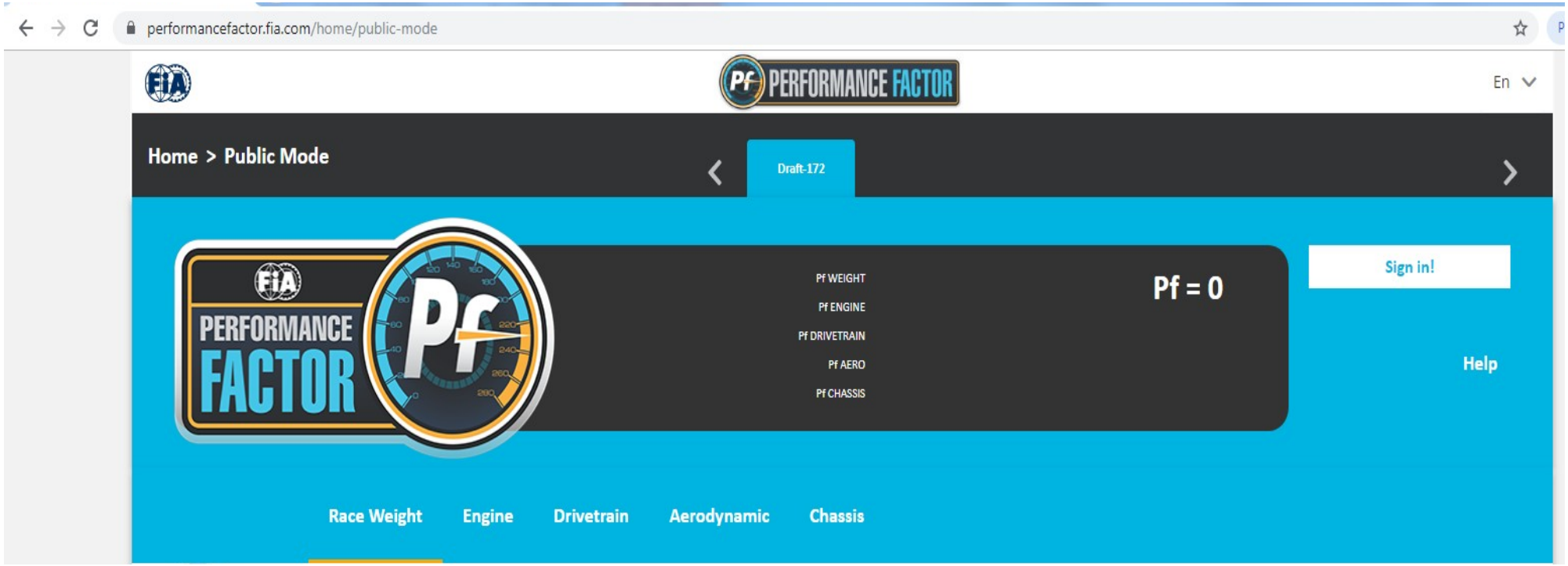
Welcome to the new FIA platform to register your car in the Performance Factor system. To obtain an FIA-PF-ID, you need to sign in.

Povinnost PF pro KAT I a KAT II v MČR a pro KAT I v ČT !!!

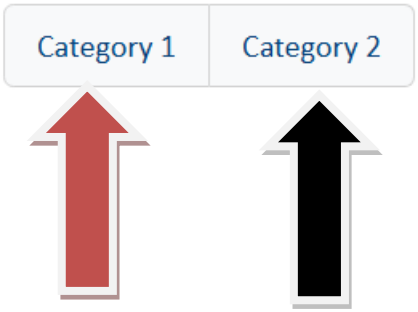


KAT II a KAT I

www.fiaperformancefactor.com

PRELIMINARY INFORMATION

Category



+ čl. 258.1 resp. 258.2

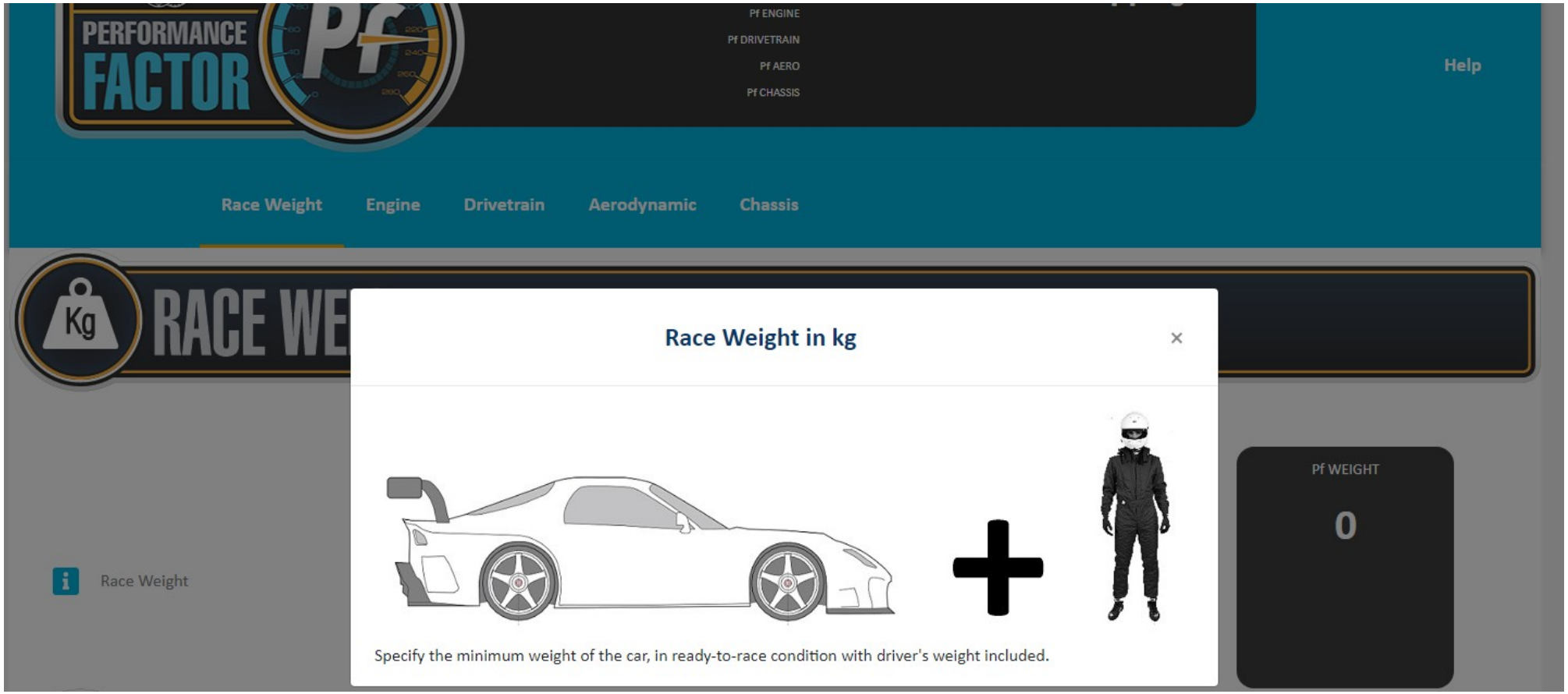
258.1 + 258.2 (příloha 7 – $Pm_{ot.}$ a výjimky)

Definice vozu a pojmů

Technické předpisy

BVV

Tolerance + manuál

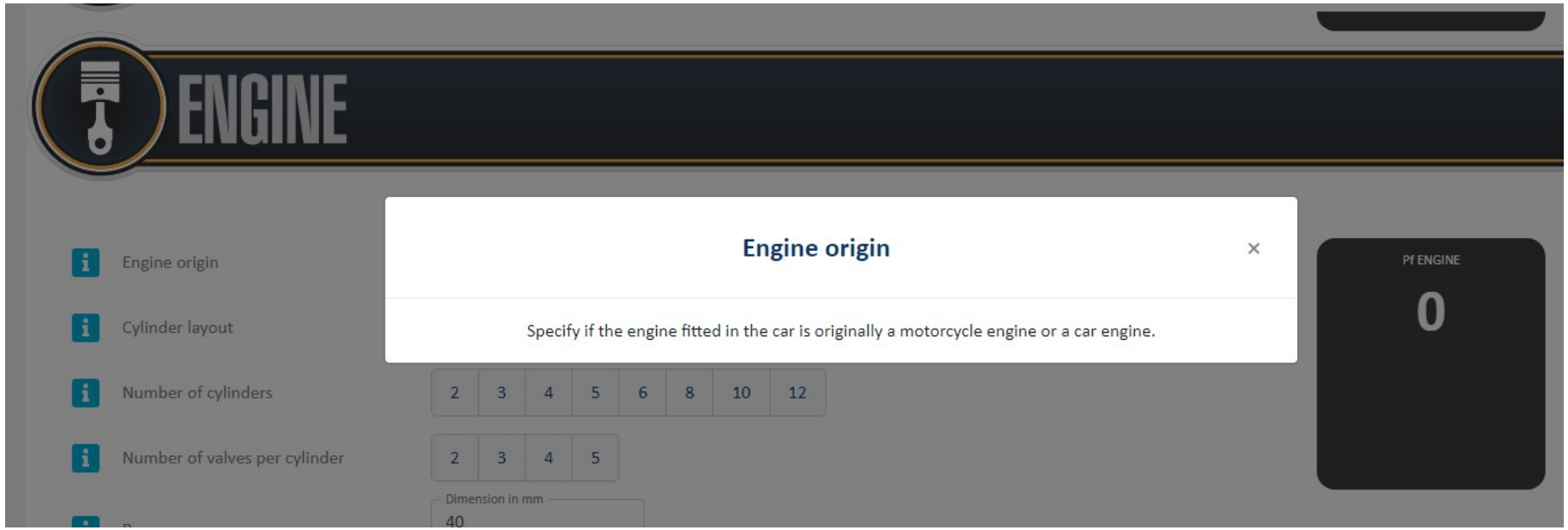

PERFORMANCE FACTOR
Pf ENGINE
Pf DRIVETRAIN
Pf AERO
Pf CHASSIS
Help
Race Weight
Engine
Drivetrain
Aerodynamic
Chassis
Kg
RACE WE
Race Weight in kg
Specify the minimum weight of the car, in ready-to-race condition with driver's weight included.
Race Weight
Pf WEIGHT
0

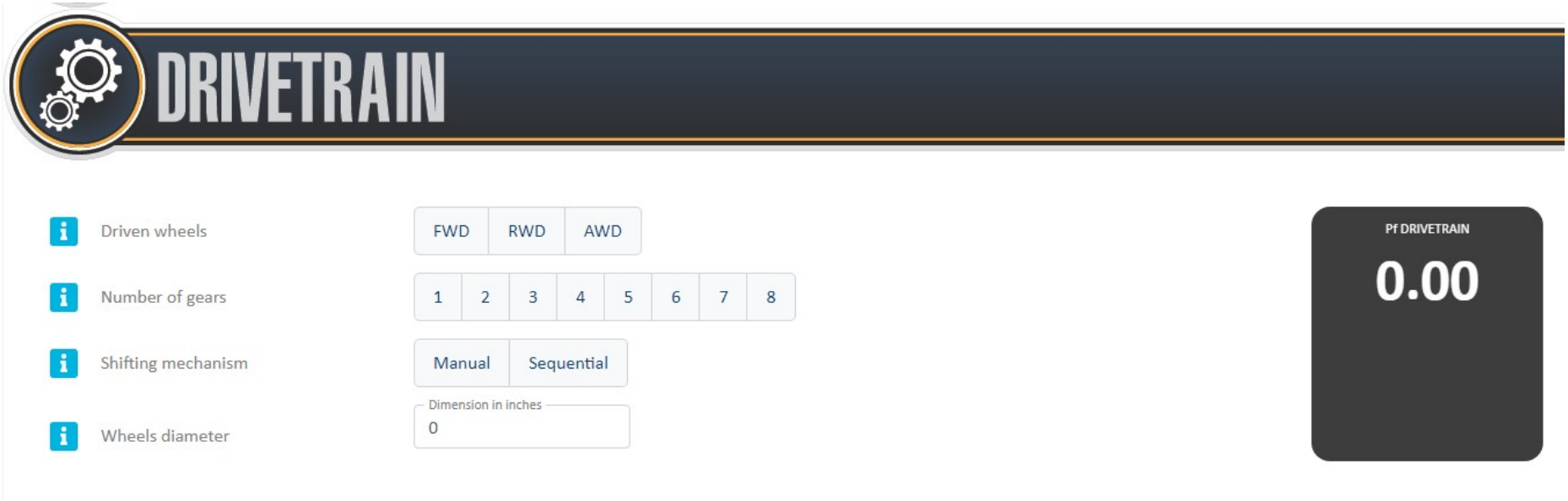
ENGINE

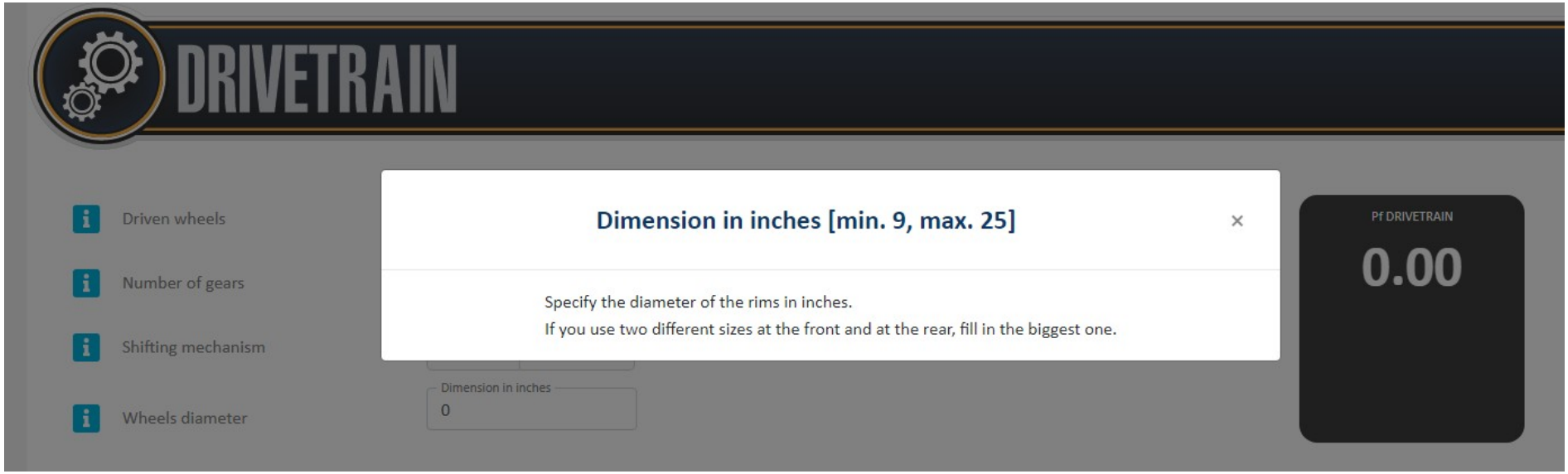
Engine origin	Car / Moto
Cylinder layout	In line / Vee / Wankel / Flat
Number of cylinders	2 / 3 / 4 / 5 / 6 / 8 / 10 / 12
Number of valves per cylinder	2 / 3 / 4 / 5
Bore	Dimension in mm: 40
Stroke	Dimension in mm: 40
Engine displacement	Volume in cm³: 0
Oil sump type	Wet / Dry
Fuel type	Petrol / Diesel
Induction type	Naturally aspirated / Super/Turbocharged
Number of restrictors	0 / 1 / 2

Pf ENGINE

0


ENGINE
Engine origin
Cylinder layout
Number of cylinders
2 3 4 5 6 8 10 12
Number of valves per cylinder
2 3 4 5
Dimension in mm
40
Engine origin
Specify if the engine fitted in the car is originally a motorcycle engine or a car engine.
Pf ENGINE
0


DRIVETRAIN
Driven wheels
FWD
RWD
AWD
Number of gears
1
2
3
4
5
6
7
8
Shifting mechanism
Manual
Sequential
Wheels diameter
Dimension in inches
0
Pf DRIVETRAIN
0.00


DRIVETRAIN
Driven wheels
Number of gears
Shifting mechanism
Wheels diameter
Dimension in inches [min. 9, max. 25]
Specify the diameter of the rims in inches.
If you use two different sizes at the front and at the rear, fill in the biggest one.
Dimension in inches
0
Pf DRIVETRAIN
0.00

AERO

Wheelbase	Dimension in mm: 0
Front overhang	Dimension in mm: 0
Splitter ahead of bumper	Dimension in mm: 0
Rear body overhang	Dimension in mm: 0
Diffuser overhang	Dimension in mm: 0
Rear wing overhang	Dimension in mm: 0
Rear wing height	Dimension in mm: 0
Front axle width	Dimension in mm: 0
Rear axle width	Dimension in mm: 0

Pf AERO

0.00

AERO

- Wheelbase
- Front overhang
- Splitter ahead of bumper
- Rear body overhang
- Diffuser overhang
- Rear wing overhang
- Rear wing height
- Front axle width
- Rear axle width

Dimension in mm

0

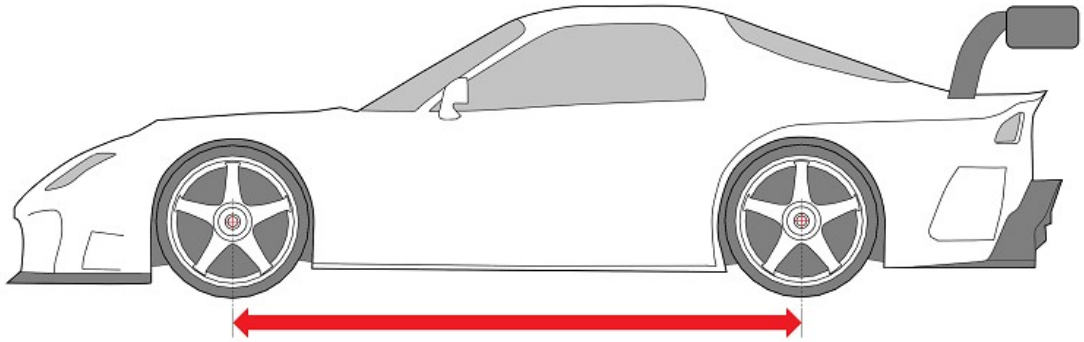
Dimension in mm

0

Dimension in mm

0

Dimension in mm [min. 1000, max. 4000]



Measure the distance between the axle centres.

Tolerance is ±10 mm.

Pf AERO

0.00

FIA PERFORMANCE FACTOR Pf

Race Weight

Pf = 0

AERO

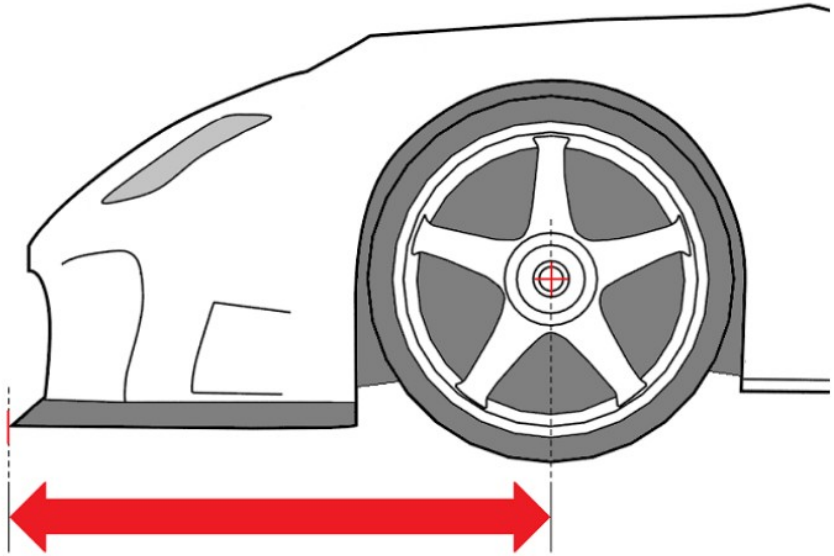
- Wheelbase
- Front overhang
- Splitter ahead of bumper
- Rear body overhang
- Diffuser overhang
- Rear wing overhang
- Rear wing height
- Front axle width
- Rear axle width

Pf AERO

0.00

Dimension in mm [min. 0, max. 2000]

×



Measure the distance between the front axle centre and the foremost point of the car.
Tolerance is ±10 mm.
Tip: Mark on the ground your axle center position on both sides of the car. Draw a transverse line at the foremost body point. Measure the distance between the marks on both sides. Calculate the average of the two values.

FIA PERFORMANCE FACTOR Pf

Race Weight | Engine | Drivetrain | Aerodynamic | Chassis

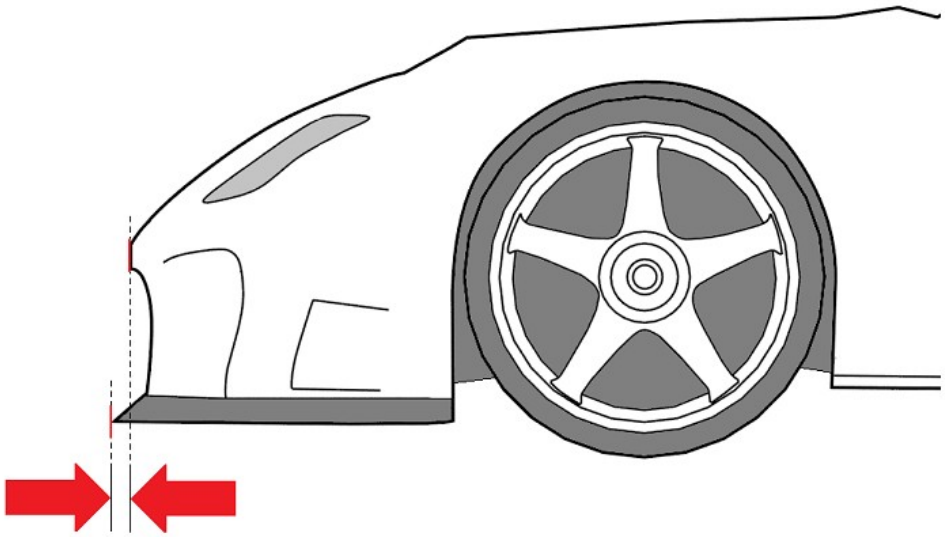
Pf = 0

AERO

- Wheelbase
- Front overhang
- Splitter ahead of bumper
- Rear body overhang
- Diffuser overhang
- Rear wing overhang
- Rear wing height
- Front axle width
- Rear axle width

Dimension in mm [min. 0, max. 2000]

×



Measure the distance between the foremost point of the body and the foremost point of the splitter.
Tolerance is ±10 mm.
Tip: Ensure measurement is taken parallel to the ground.

Pf AERO

0.00

FIA PERFORMANCE FACTOR Pf

Race Weight

Pf = 0

AERO

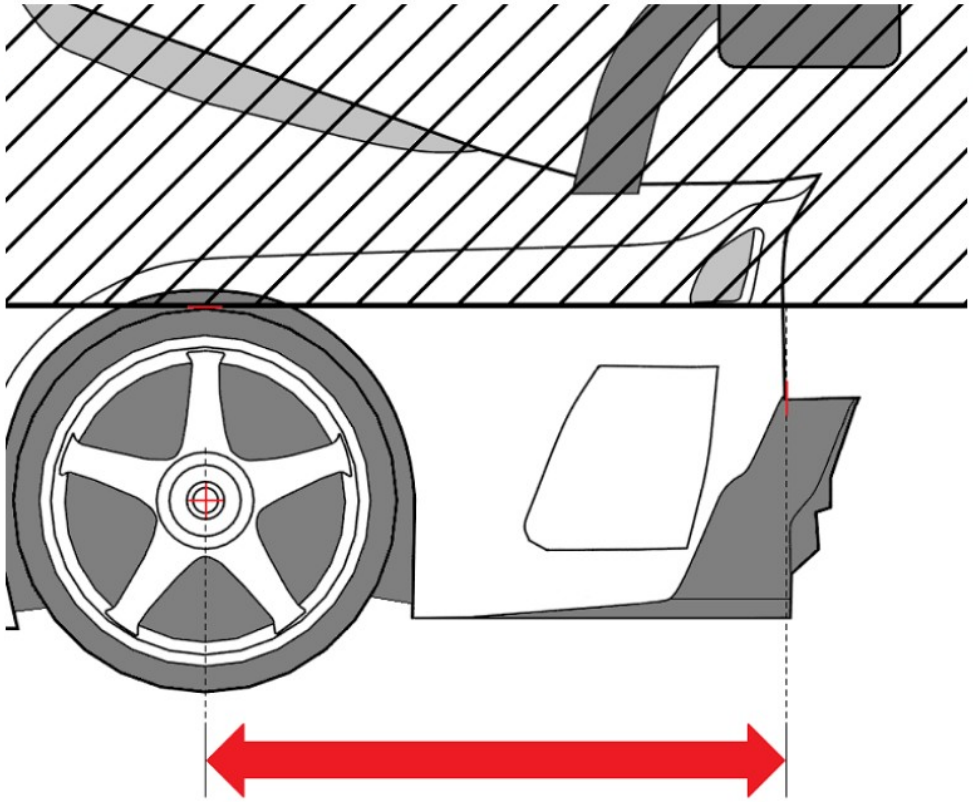
- Wheelbase
- Front overhang
- Splitter ahead of bumper
- Rear body overhang
- Diffuser overhang
- Rear wing overhang
- Rear wing height
- Front axle width
- Rear axle width

Pf AERO

0.00

Dimension in mm [min. 0, max. 2000]

×



Measure the distance in mm between the rear axle centre and the rearmost point of the car body below the horizontal line passing along the top of the rear wheel.

Tolerance is ±10 mm.

Warning: Do not consider the diffuser or wing for this measurement.

FIA PERFORMANCE FACTOR Pf

Race Weight

Pf = 0

AERO

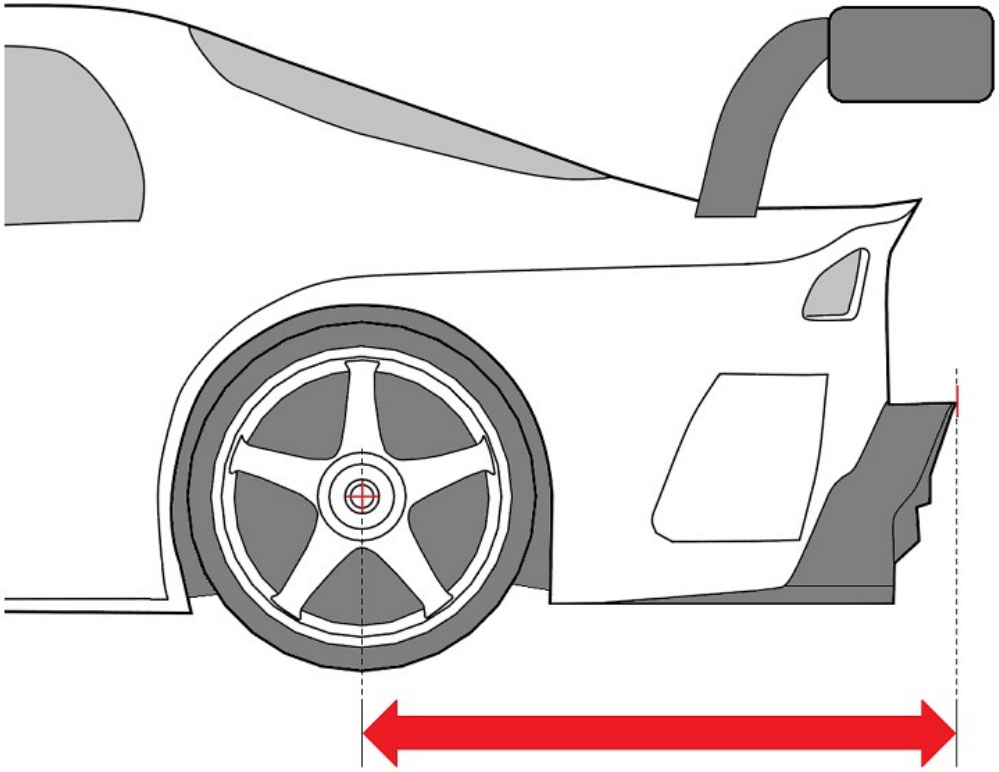
- Wheelbase
- Front overhang
- Splitter ahead of bumper
- Rear body overhang
- Diffuser overhang
- Rear wing overhang
- Rear wing height
- Front axle width
- Rear axle width

Pf AERO

0.00

Dimension in mm [min. 0, max. 2000]

×



Measure the distance in mm between the rear axle centre and the rearmost point of the diffuser.
Tolerance is ±10mm.

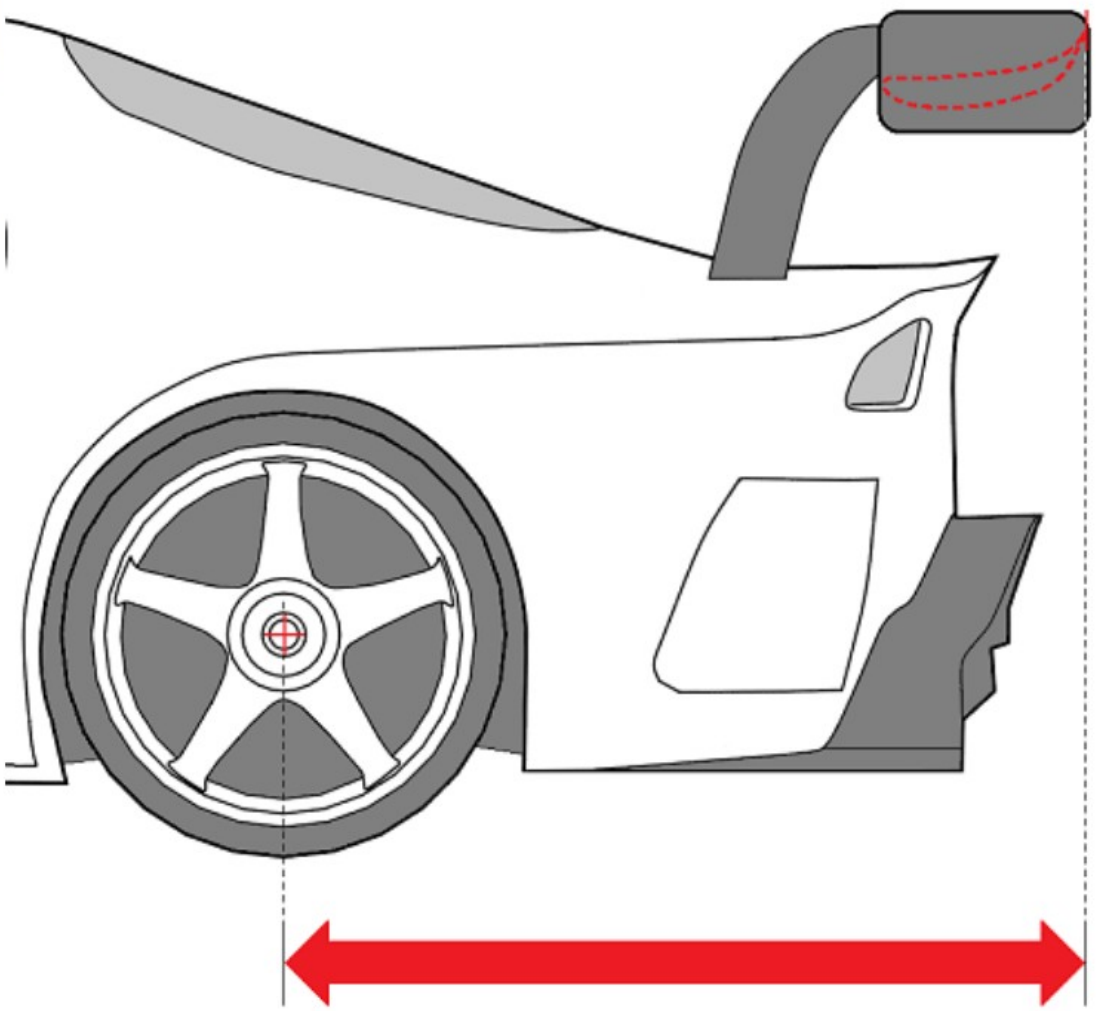
FIA PERFORMANCE FACTOR Pf

Race Weight

Pf = 0

AERO

- Wheelbase
- Front overhang
- Splitter ahead of bumper
- Rear body overhang
- Diffuser overhang
- Rear wing overhang
- Rear wing height
- Front axle width
- Rear axle width



Measure the distance in mm between the rear axle centre and the rearmost point of the wing.
Tolerance is ±10 mm.

Pf AERO

0.00

AERO

Wheelbase

Front overhang

Splitter ahead of bumper

Rear body overhang

Diffuser overhang

Rear wing overhang

Rear wing height

Front axle width

Rear axle width

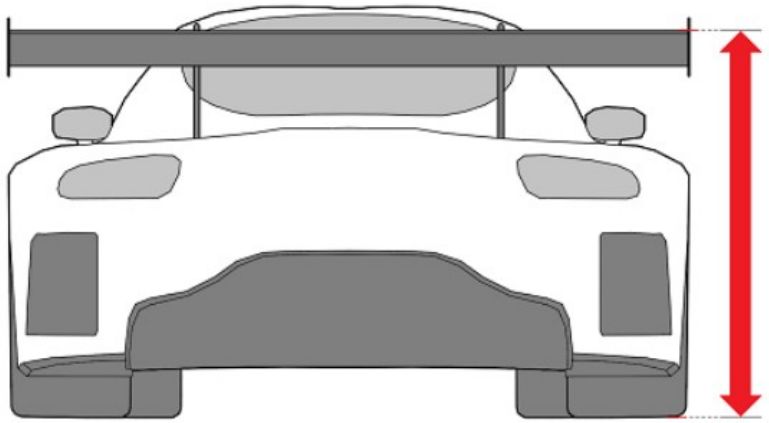
Dimension in mm
0

Dimension in mm
0

Pf AERO
0.00

Dimension in mm [min. 0, max. 2000]

×



Measure the distance in mm between the ground and the highest point of the wing.
Tolerance is ±10 mm.
Tip: This measurement only concerns the wing(s), not the side plates or the wing supports.

AERO

Wheelbase

Front overhang

Splitter ahead of bumper

Rear body overhang

Diffuser overhang

Rear wing overhang

Rear wing height

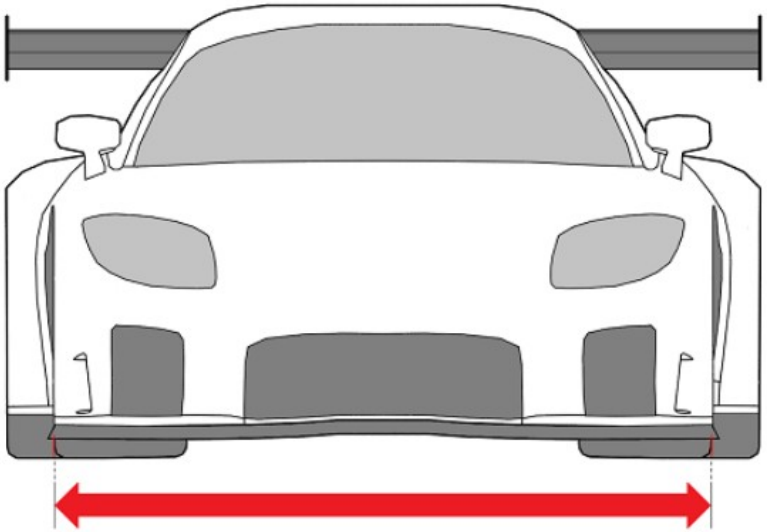
Front axle width

Rear axle width

Dimension in mm
0

Pf AERO
0.00

Dimension in mm [min. 0, max. 2000]



Measure the distance in mm between the outer sides of the two tyres on the front axle.
Tolerance is ±10 mm.

AERO

Wheelbase

Front overhang

Splitter ahead of bumper

Rear body overhang

Diffuser overhang

Rear wing overhang

Rear wing height

Front axle width

Rear axle width

Pf AERO

0.00

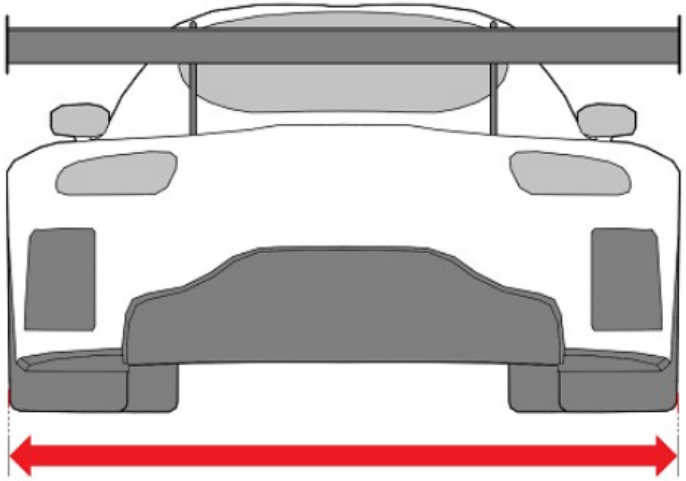
0

Dimension in mm

0

Dimension in mm [min. 0, max. 2000]

×



Measure the distance in mm between the outer sides of the two tyres on the rear axle.
Tolerance is ±10 mm.

CHASSIS

Rollcage type	1 2 3	
Chassis structure type	1 2 3 4	
Number of operable doors	2 3 4 5	
Fuel tank type	Standard	Racing
Windscreen	Glass	Plastic

Pf CHASSIS

0.00

Chassis Reinforcement Type

TYPE 2

TYPE 3

TYPE 4

(A) sheet metal webs examples

Definition of the basic chassis reinforcement

The basic (named Type 1) chassis reinforcement is comprised solely of the safety cage designed on the basis of the (2016) Appendix J art.253 drawings as follows:

- 8.3.1 Basic structure (drawings from 253-1 to 253-3);
- 8.3.2.1 Additional compulsory members and reinforcements (drawings from 253-4 to 253-15);
- 8.3.2.2 Additional optional members and reinforcements (drawings 253-16 to 253-33).

The following connections of the safety cage are allowed for basic chassis reinforcement type:

- six basic cage feet as shown in drawings 253-1 to 253-3. The front and rear feet may be positioned outside the central stiffening volume by mounting feet at the end of the rollbar tubes;
- one additional foot, chosen from drawings 253-18B, 253-26, 253-27 and 253-28B, and connected to the central stiffening volume by mounting feet at the end of the rollbar tubes;
- **two additional feet, chosen from the drawings 253-6 and 253-10, and connected to the central stiffness volume by mounting feet at the end of the rollbar tubes.**
- two additional feet as described in drawing 253-25 connected to the front axle strut towers by mounting feet at the end of the rollbar tubes;
- the basic structure (drawings from 253-1 to 253-3) may be directly connected to the central stiffening volume with welds or sheet metal webs.

Any other additional structural reinforcement is permitted, but it will change the chassis reinforcement type for the PF calculation.

Chassis reinforcement types:

Type 1: Basic reinforcement as above.

Type 2: Basic reinforcement (Type 1) with the sole addition of structural reinforcements (see definition below) between one or both axle strut towers without intermediate connections.

Type 3: Chassis reinforcement structure described in Type 1 or Type 2 with additional structural reinforcements within the central stiffening volume.

Type 4: Additional structural reinforcements outside the central stiffening volume or a two-seater car.

(see art. 258-1-16.8.3 of Appendix J).

Definitions:

Central Stiffening Volume: is defined as the volume inside:

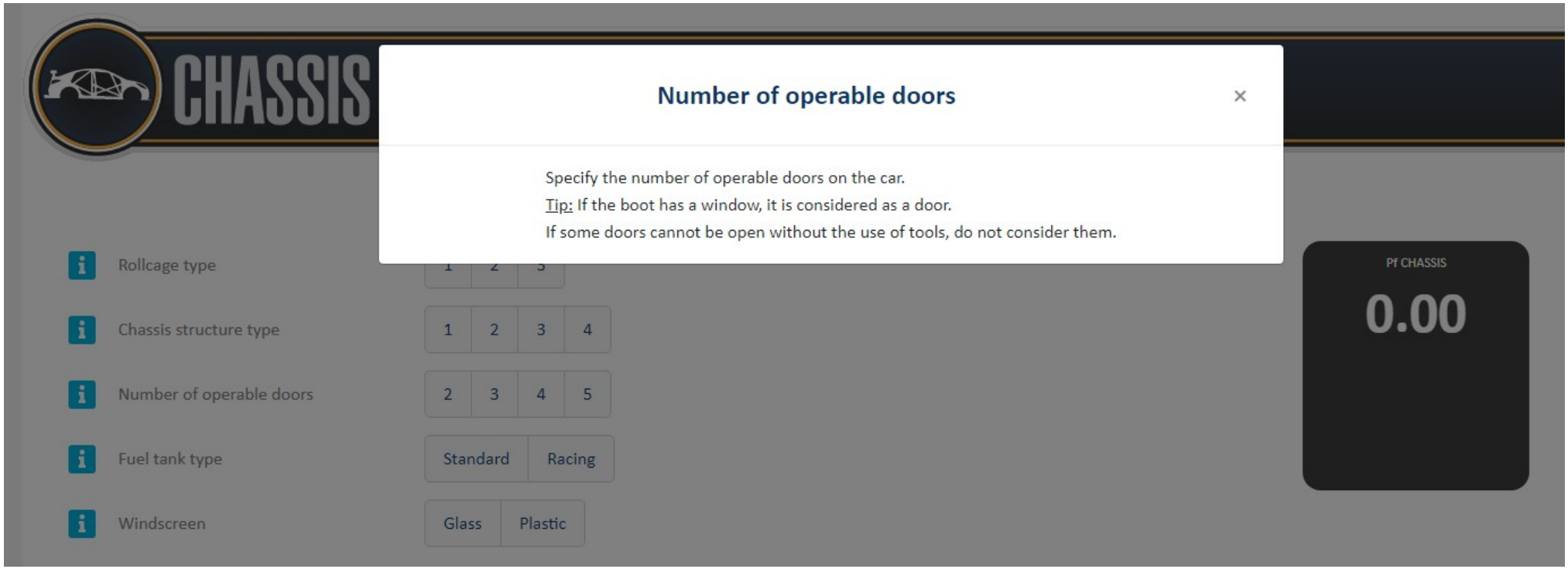
- The front bulkhead.
- A vertical plane passing through centre line of the rear wheels.
- Roof, floor, door, and external side body panels.

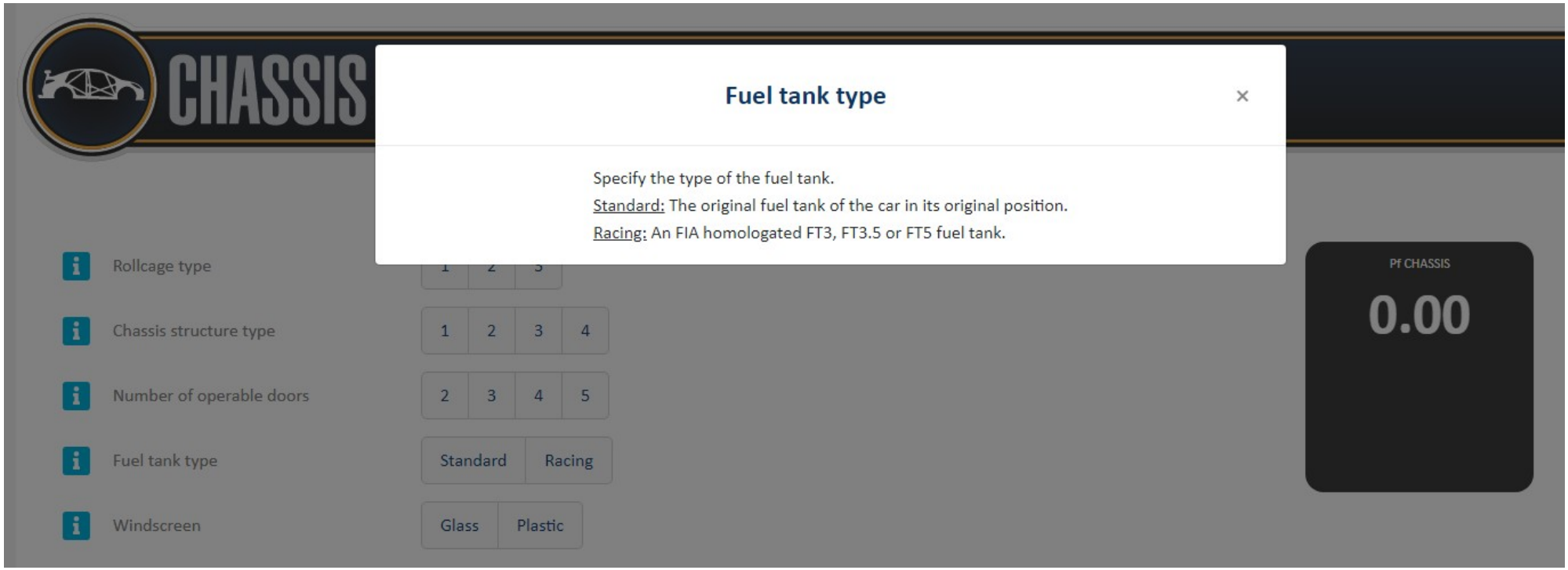
(see art. 258-1-16.2 of Appendix J)

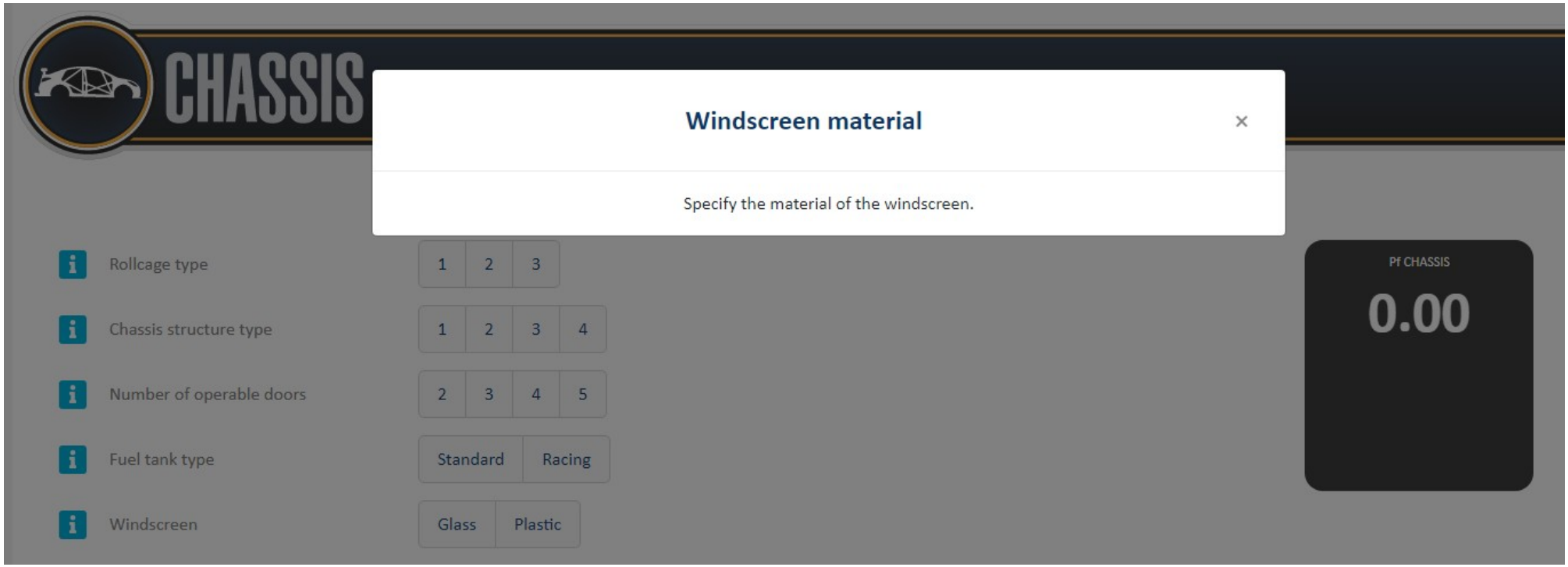
Structural Member: A space frame structure providing for increased load capacity to an existing structure.

The functionality of the chassis structure must be independent of the presence of the reinforcement.

(see art. 258-1-2.7 of Appendix J).




CHASSIS
Fuel tank type
Specify the type of the fuel tank.
Standard: The original fuel tank of the car in its original position.
Racing: An FIA homologated FT3, FT3.5 or FT5 fuel tank.
Rollcage type
Chassis structure type
1
2
3
4
Number of operable doors
2
3
4
5
Fuel tank type
Standard
Racing
Windscreen
Glass
Plastic
Pf CHASSIS
0.00


CHASSIS
Windscreen material
Specify the material of the windscreen.
Rollcage type
1
2
3
Chassis structure type
1
2
3
4
Number of operable doors
2
3
4
5
Fuel tank type
Standard
Racing
Windscreen
Glass
Plastic
Pf CHASSIS
0.00

b) Výpočet

Výpočet **Pf** je následovný a je detailně popsán v *Příloze 2*:

$$\mathbf{Pf} = \frac{\text{Závodní hmotnost}}{(\text{Složka}\mathbf{Motor}^* \ \text{Složka}\mathbf{Pohon}^* \ \text{Složka}\mathbf{Aerodynamika}^* \ \text{Složka}\mathbf{Karoserie}^*)}$$

Každá složka se vypočítá na základě konkr0tn9ch fyzických dat, dodaných soutěžícím o jeho voze.
Výsledné číslo (**Pf**) se používá k zařazení vozu do třídy.

c) Minimální hmotnost vozu nesmí být menší než hmotnost, o které rozhoduje komise FIA Závodu do vrchu *(obvykle popsaná v článku 277.3 přílohy J pro Kategorii I). Čeká se na nové technické předpisy (v platnosti od roku 2020).*

d) **Pf** klasifikace vozů

Pf vozu určí třídu zařazení vozu

Například třída 1 obsahuje vozidla s vyšším výkonem s číslem **Pf** tzn. v rozsahu 0-50. Třídy s vyšším číslem budou obsahovat méně výkonná auta. Počet tříd bude určen podle rozsahu „Čísla Pf", o kterém bude rozhodnuto.

Skupiny:

10.1.1 Category 1 - Closed cars:

Group 1	Pf 15 to 39
Group 2	Pf 40 to 79
Group 3	Pf 80 to 119
Group 4	Pf 120 to 159
Group 5	Pf > 159

O webstránce FIA Performance Factor

K dispozici jsou dva způsoby přístupu:

- ***"Veřejný" přístup***

"Veřejný" přístup je dostupný všem a nevyžaduje registraci.

Umožňuje: vypočítat **Pf** dané konfigurace vozu.
Neumožňuje: uložit vaše konfigurace ani získat **FIA-PF-ID.**

- ***Přístup "pro soutěžící"***

Přístup pro soutěžící vyžaduje (bezplatnou) registraci a nabízí některé funkce, které nejsou dostupné prostřednictvím „veřejného" přístupu.

Virtuální garáž vám umožní:

- zaregistrovat jeden nebo více vozů;
- simulovat, porovnávat a ukládat technické konfigurace;
- vytvořit několik technických konfigurací a vypočítat **Pf** pro každý registrovaný vůz;
- vypočítat **Pf** a vygenerovat **FIA-PF-ID**.

Před všemi soutěžemi FIA Mistrovství Evropy v závodech do vrchu (sezóna 2020) musí jezdci a soutěžící Kategorie 1 (skupiny A, N, S20 a GT) a skupiny E2-SH Kategorie 2 vyplnit technický formulář prostřednictvím přístupu pro soutěžící a získat:

- **Pf** (hodnotu performance factoru);
- **FIA-PF-ID** (šestimístný identifikační kód).

Tato data jsou specifická pro technickou konfiguraci vozu zařazeného do soutěže mistrovství FIA. Pro určení klasifikace vozu musí být data prezentována pořadateli prostřednictvím přihlašovacího formuláře.

Během technické přejímky se zkontroluje shoda vozu s deklarovanou konfigurací.

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INTERNATIONALE
DE L'AUTOMOBILE
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Příloha 6 / Appendix 6

TECHNICKÝ LIST PF : PODMÍNKY A TOLERANCE

TECHNICAL SHEET: CONDITIONS AND TOLERANCES

FEDERATION INTERNATIONALE DE L'AUTOMOBILE
WWW.FIA.COM

Annexe 7 / Appendix 7

Annexe Technique au Règlement Sportif du Championnat d'Europe de la Montagne de la FIA – Voitures de Catégorie 1

Technical Appendix to the Sporting Regulations of the FIA European Hill Climb Championship – Category 1 Cars

Publication: 05.12.2019 - Application (dès le / from): 01.01.2020

RÈGLEMENT SPORTIF DU CHAMPIONNAT D'EUROPE DE LA MONTAGNE DE LA FIA - CATÉGORIE 1
SPORTING REGULATIONS OF THE FIA EUROPEAN HILL CLIMB CHAMPIONSHIP - CATEGORY 1

TECHNICAL REGULATIONS

Appendix 6 - Pf Technical Sheet - Conditions & Tolerances - Category 1 - FIA European Hill Climb Championship - 2020 (ENG/FRA)	Published on 05.12.19
Appendix 7 - Technical Appendix - Category 1 - FIA European Hill Climb Championship - 2020 (ENG/FRA)	Published on 05.12.19

SPORTING REGULATIONS

RELATED DOCUMENTS

TECHNICAL REGULATIONS

SPORTING REGULATIONS

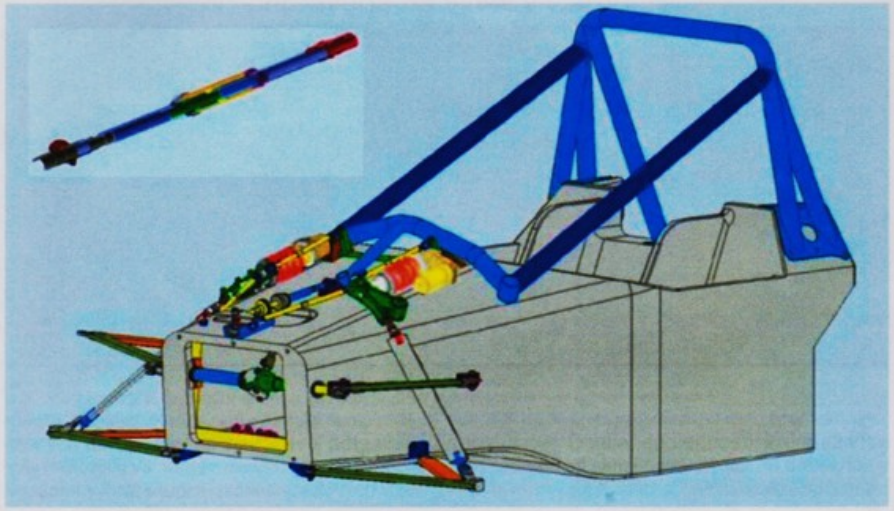
FIA European Hill Climb Championship - Sporting Regulations (Category 1) - 2020 (ENG/FRA)	Published on 05.12.19
International Hill Climb Competitions - General Prescriptions Applicable - 2020 (ENG/FRA)	Published on 05.12.19
FIA European Hill Climb Championship - Sporting Regulations (Category 2) - 2020 (ENG/FRA)	Published on 05.12.19

RELATED DOCUMENTS

OSELLA engineering S.r.l.

1965 - 2015

Disponibile distinta e costo Kit Osella Carbonio



Torino, 27 Novembre 2023. Definito il "Kit" completo di aggiornamento per le Osella PA21/27/30 per il passaggio al telaio in carbonio.

Come evidenziato in figura il Kit comprende:

- Telaio in carbonio completo di predisposizioni al modello/motore previsto;
- Roll-bar in acciaio;
- Sospensione anteriore copleta di Bracci con Uniball e Supporti, Puntone, Bilanceri, Terzo elemento, Barra antirollio con Tiranti e Supporti;
- Piantone sterzo collassabile e "modifica" Scatola guida.