



**FIA**  
**FORMULA 4**

The logo features a stylized 'F' with a gradient from light to dark grey, followed by three vertical bars of increasing height. To the right of these bars, the letters 'FIA' are written in a bold, italicized sans-serif font. Below the 'FIA' and the bars, the words 'FORMULA 4' are written in a similar bold, italicized sans-serif font.



# FOREWORD



Jean Todt  
FIA President

One of the missions of the Single Seater Commission is to clarify the career progression of young professional drivers. The first step was to reposition Formula 3 at the heart of the ladder leading to Formula 1. We then needed to come up with a category that could bridge the gap between karting and F3. It is with this in mind that we have now created Formula 4.

In order to develop synergies between the FIA and all the ASNs, whilst also keeping costs down and guaranteeing the highest possible safety standards, we are offering a 'toolbox', built on four cornerstones: technical regulations, organisational standards, sporting regulations and marketing and communications. This is the first time that the FIA has chosen to launch this kind of transversal project, in conjunction with its affiliated clubs.

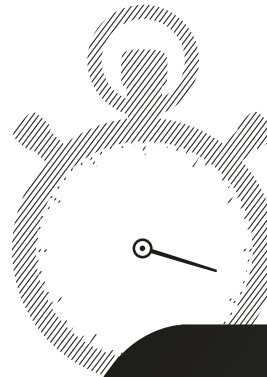
Young drivers from each country will have the opportunity to show off their talent from the very start of their racing career in a category that meets FIA criteria. For those following the series, this consistency across the countries will mean that the most promising talents, and perhaps the stars of the future, can be clearly identified.

## THE FIRST STEP ON THE LADDER FROM KARTING TO FORMULA 1

The world of single-seater racing has undergone a radical shift in the last fifteen years, as young drivers starting out in karting rise the ranks more quickly and compete in more and more international events.

In an attempt to clearly set out the path leading to Formula 1, the FIA has created a set of regulations and guidelines for ASNs and promoters interested in organising national Formula 4 championships. Championships that meet the defined criteria will therefore be granted the FIA label.

Based on four pillars, the FIA policy aims to secure consistent organisational standards, technical fairness, sporting relevancy and stability for the championships.



Contingent upon strict adherence to these criteria, an "FIA-certified" label will be granted to the ASN's Formula 4 National Championship. This will be formalised through an agreement between the ASN and the FIA to ensure competitors, drivers and their sponsors that FIA principles will be guaranteed both by the ASN and its potential promoter.

### 1

#### TECHNICAL REGULATIONS

The FIA has drawn up regulations that enable manufacturers to obtain homologation of their chassis and engines. With carbon-fibre monocoque meeting FIA F3 safety standards and engines developing around 150hp, the Formula 4 cars will provide young drivers with the perfect tool in which to learn about single-seater racing.

In order to guarantee fairness between all competitors, the FIA will provide its Scrutineering expertise to the ASN organising the championships.

## ORGANISATIONAL MATRIX



## CORNERSTONES OF A NEW BENCHMARK

# 2

### SPORTING REGULATIONS

Priority is given to the making sure the training programme for the drivers, who must be at least 15 years old, is relevant and robust. Track time is optimised, with a sporting format featuring three races per meeting and private free practice sessions.

Each championship must designate a single engine partner and manufacturer. The ASN may decide to authorize one or more chassis types. These rules should ensure that the maximum costs for a 21-24 race season is around €100,000.

# 3

### ORGANISATIONAL STANDARDS

Devised by the FIA, Formula 4 championships will be organised at national level. Each ASN can decide to set up its own championship, or entrust the organisation to a promoter to run it. Races must be held as support races at one of the main national championship events.

All of the sporting and technical regulations must comply with the proposed framework and be approved by the FIA.

# 4

### MARKETING AND COMMUNICATIONS

The FIA will provide a range of tools to help ASNs to improve the visibility and raise the profile of their championships, with unified graphic guidelines and marketing materials for potential partners.

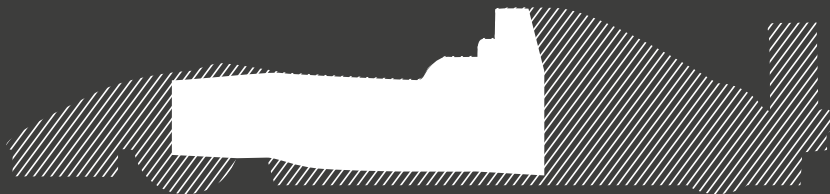
Running on the FIA's website, a WebTV dedicated to Formula 4 championships will feature footage from all of the various championships. Operations and events designed to promote Formula 4 in the national and international media will also be proposed.



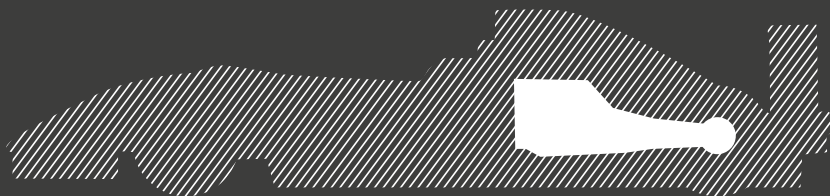


## THE FIA TECHNICAL PACKAGE

The FIA has created a regulatory framework (Article 274 of Appendix J) through which manufacturers can obtain homologation of Formula 4 chassis and engines. Development is strictly supervised in order to ensure sporting fairness between competitors and to keep costs down. Ready-to-race FIA Formula 4 cars will have a sale price of maximum €40,000.



**CHASSIS** - Carbon monocoque  
- Latest FIA F3 safety standards



**ENGINE** - 140 to 160bhp  
- Minimum longevity of 10,000km

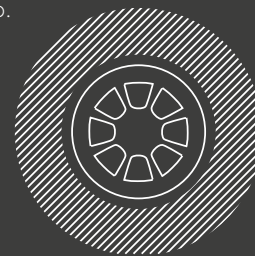
## SCRUTINEERING

The success and credibility of a championship stems largely from the degree of technical fairness that exists between competitors.

The FIA supports the ASNs or promoters organising championships by providing expert guidelines on the best practice and processes to be implemented during scrutineering. FIA support teams provide assistance and audit the technical management of the various championships.

## TYRES

A single supplier will be appointed by each ASN or promoter organising a Formula 4 championship. Six slick tyres will be available at each event for the free practice sessions, qualifying sessions and races. Wet-weather tyres may be used when required by the conditions.





# CHASSIS AND ENGINES REGISTRATION & HOMOLOGATION PROCESS

## REGISTRATION PROCESS

**A registration process is proposed to engine and chassis manufacturers in order for the FIA to closely monitor all potential suppliers that may be used by the ASNs in the Championships.**



In 2013, a registration period will run from 1 July to 31 August. The FIA confirms with the candidates if their registration is approved or rejected by 30 September 2013 at the latest.



From 2014 onwards, a registration period will run from 1 January to 31 March during the homologation period. The FIA will confirm with the candidates if their registration is approved or rejected by 30 April of the same year at the latest. A licence agreement will be proposed to each approved candidate.

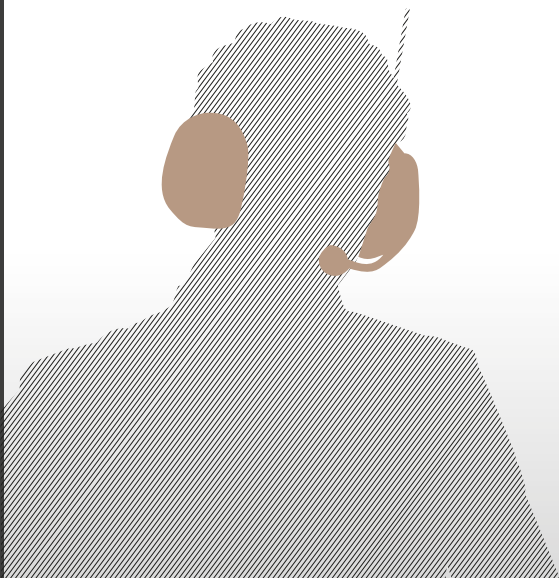


Approved manufacturers are allowed to have their cars taking part in a Formula 4 Championship from 1 January of the following year.

## HOMOLOGATIONS

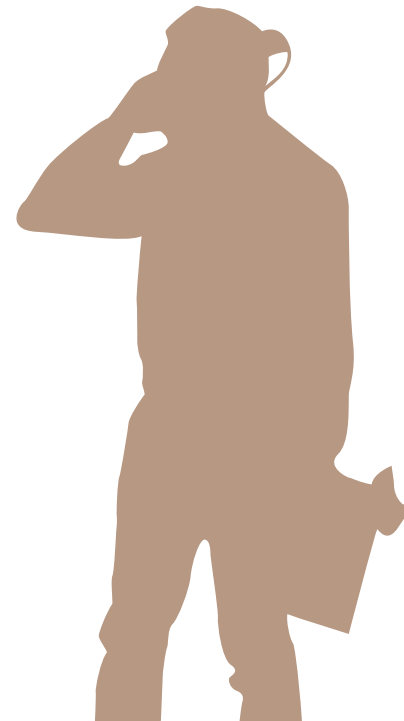
Any Formula 4 championship created after 31 December 2013 shall only admit cars built in accordance with these new specifications.

The FIA nevertheless envisages a transitional period from 2014-2016 during which current championships involving existing cars could be accepted if the chassis were to be adapted, in agreement with the FIA and on a case-by-case basis with the chassis manufacturer, so as to be eligible for "FIA F4" homologation, provided they are modified to meet the requirements of article J 274.





## THE SPORTING REGULATIONS FRAMEWORK



Like the technical framework, the FIA has drawn up sporting regulations aimed at making sure the driver training programme is relevant and robust.

In order to enable the ASNs to develop their championship in accordance with local opportunities and habit, several operating modes are possible.

Although identical engines must be used by all competitors, several types of homologated chassis may be authorized in the same championship.

In order to make the most of track time at meetings, the FIA recommends use of a sporting format inspired by the FIA Formula 3 European Championship, with two free practice sessions, one qualifying session and three races. It is recommended that private testing be entirely unrestricted and to organize the day before each event a collective test day.

At the end of the season, the champion is given an allowance to enable him/her to progress to a higher FIA-approved championship, in agreement with the ASN.

### SPORTING FORMAT

In order to maximise track time during racing weekends and to highlight the performances of the best drivers, use of a sporting format inspired by the FIA Formula 3 European Championship is recommended.

The race weekend can be organized on two days.

#### DAY 1

**Free practice 1**

30 to 45 minutes

**Free practice 2**

30 to 45 minutes

#### DAY 2

**Qualifying**

20 to 30 minutes

**Race 1**

30 minutes (max.)

#### DAY 3

**Race 2**

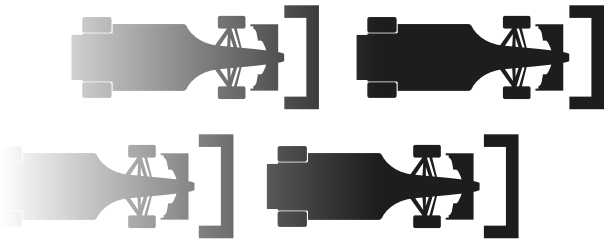
30 minutes (max.)

**Race 3**

30 minutes (max.)



## STARTING GRIDS

**Race 1**

Fastest qualifying times set in Q1

**Race 2**

Reverse grid with first ten drivers from Race 1

**Race 3**

Second fastest qualifying times set in Q1

Drivers aged

**15 years** old and above**7-8 events** per season**21-24 races** per season**€100,000** per season target

## POINTS SCORING SYSTEM

- ▲ FIA international championships scale: 25, 18, 15, 12, 10, 8, 6, 4, 2 and 1 point for the ten first drivers of each race
- ▲ 5 bonus points for the best qualifying time
- ▲ 1 bonus point for the fastest lap time in each race



## ENTRY POLICY

Licence: **Specific relevant national licence**Championship maximum entry fee: **€5,000****Single event entries allowed****Registration via ASN or Promoter**



## THE ORGANISATIONAL STANDARDS

The ASNs are strongly supported by the FIA in launching their national Formula 4 Championships, in order to establish the “benchmark” national entry single-seater championships together.

A true indicator of quality, the FIA label granted to Formula 4 championships assures the teams, drivers and their partners that they are taking part in a credible and legitimate series.

As the target customers are largely made up of drivers graduating from karting, the Championships are organised as part of leading national events, held on minimum grade 4-rated racing circuits.



### ORGANISATION OPTIONS

	Single operator	Hybridsystem	'Teams' championship
CONCEPT	<ul style="list-style-type: none"> <li>▲ Entire championship managed by a single promoter/ASN, which owns all the cars.</li> </ul>	<ul style="list-style-type: none"> <li>▲ Championship managed by a single promoter/ASN, which owns all the cars and provides logistics for all entrants</li> <li>▲ Private teams get their cars before each event, run a team structure with their own staff and return the cars at the events subject to a leasing fee</li> </ul>	<ul style="list-style-type: none"> <li>▲ Championship managed conventionally by a promoter/ASN. Teams buy and run their cars, enter the championship and deal with drivers.</li> </ul>
BENEFITS	<ul style="list-style-type: none"> <li>▲ Arrive and drive system</li> <li>▲ Low cost</li> <li>▲ Best sporting and technical fairness</li> </ul>	<ul style="list-style-type: none"> <li>▲ Involves teams from the first step of the pyramid</li> <li>▲ Optimised logistics costs</li> </ul>	<ul style="list-style-type: none"> <li>▲ Involves teams from the first step of the pyramid</li> </ul>

## STANDARD STRUCTURE

- ▲ Minimum commitment of a 3 years organisation period of the ASN.
- ▲ Packages with organisational guidelines to shape the business model and structure the championship.
- ▲ Championship managed directly by the ASN or a promoter nominated by the ASN.
- ▲ Appropriate insurance policy contracted by the organiser.
- ▲ Guidelines for the legal protection of the Championship and the ASN.

## STANDARD FORMAT

- ▲ Validation by the FIA of the regulations, which will have to follow the proposed Formula 4 championship sporting framework.
- ▲ Races to be held as support races for main national events.



## THE MARKETING & COMMUNICATION TOOLKIT

### LOGO AND BRAND GUIDELINES

By providing a coherent and flexible logo pack to the ASNs, the FIA develops the Formula 4 drivers and teams' sense of belonging.

This ability to provide consistency across multiple championships enables discussions with global partners (sponsors, manufacturers, media, etc.).

The FIA also provides dedicated branding guidelines which provides ASNs with a ready-to-use, pre-approved tool box containing print, TV graphics, website and social media templates, event signage, etc.



### MARKETING STRUCTURE

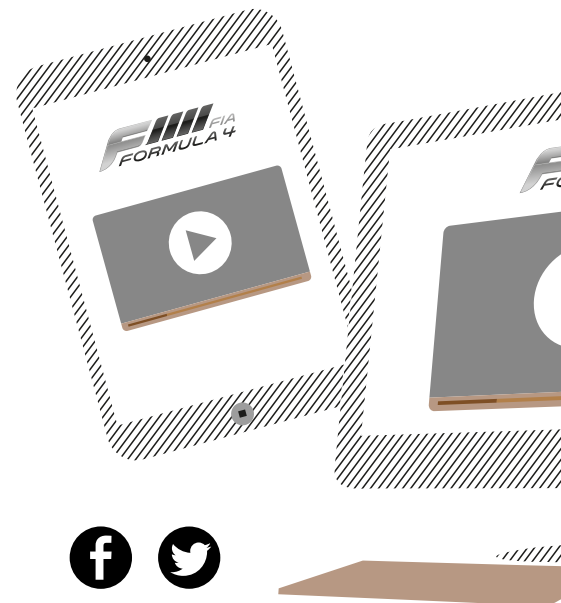
The marketing structure of the Formula 4 championships ideally consists of:

- ▲ Four global partners (cash + value in kind)
- ▲ Four official suppliers (value in kind only)

ASNs is in charge of securing all marketing partners and delivering the rights sold to each partner.

The ASN is in charge of securing all marketing partners and delivering the rights sold to each partner. The FIA has the opportunity to sell up to one Global Partner package and one Official Supplier package in order to try to find global brands interested in being present across all Formula 4 championships globally.

Sponsorship sales and structure are discussed between the FIA and each ASN in order to find the best solution for each market.





## MEDIA OPPORTUNITIES

The FIA has defined a general approach in term of communications, in order to have a strong and consistent global communications plan for all Formula 4 Championships.

All communications media are published in English and in each national language, in order to increase the audience of the message:

- ▲ Preview press release: key issues of the weekend
- ▲ Race reports after each round: a short summary, consequences on the championship and drivers quotes

Each Formula 4 media delegate centralises all media requests and has an active lobbying role. He or she is supported by the FIA in proposing PR activities.

## WEB & WEB TV

The Formula 4 championships will get a major visibility on the FIA Website:

- ▲ Formula 4 visible on 2<sup>nd</sup> level of navigation, on "Sport-Championships" page
- ▲ Dedicated page for each Formula 4 championship with news, results, standings and link to the championship website

The FIA will design and develop with its technical partners a WebTV which enables live streaming, highlights, behind the scenes magazines...

This modern tool will have the following capabilities:

- ▲ One channel per Championship
- ▲ Advertising placement (pre & post roll)
- ▲ IP-based content geoblocking
- ▲ Content release after embargo
- ▲ Viewing statistics
- ▲ Mobile joint services



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