



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

PERFORMANCE FACTOR WEBSITE

GUIDELINES

A WORLD IN MOTION



v.2019

This document describes the processes to use all the functions of the FIA Performance Factor website. To find your way around this document, **use the search function (Ctrl + F)**. If you need help regarding the Public Access, please go to the "Calculation page" chapter.

01 - Create your account

Create a password

The password must contain at least 10 characters and at least one upper case letter, one lower case letter, one number and one symbol (@, \$, #, /, etc.).

02 - Create your first car

Make:

Type the first letters of the make and choose from the list of suggestions or type the full word yourself.

Model:

Type the first letters of the model and choose from the list of suggestions.

You can also add (or remove) additional information from a list of suggestions (M3 "E30", Corolla "AE86", Golf "II" GTI, etc...)

Nickname:

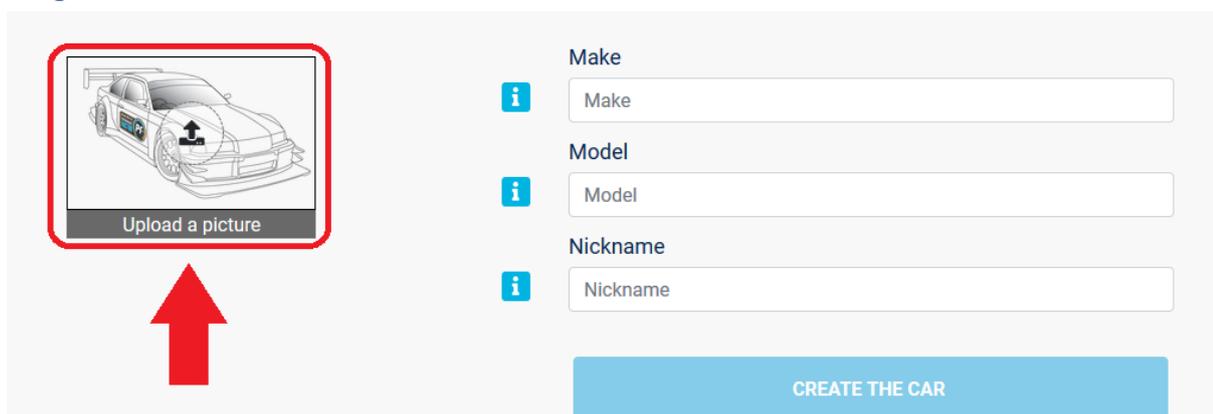
Enter the name you want to give to your car here.

This nickname is only visible to you. It helps you to easily find each car if you create several.

Add a picture:

Add a picture of your car saved on your computer using the button below.

Register a new car



This picture will help you to quickly find your car if you have created several. It is not possible to crop the pictures through the application.

03 - Create a draft

From the garage:

On the garage page, click on one of the following buttons:

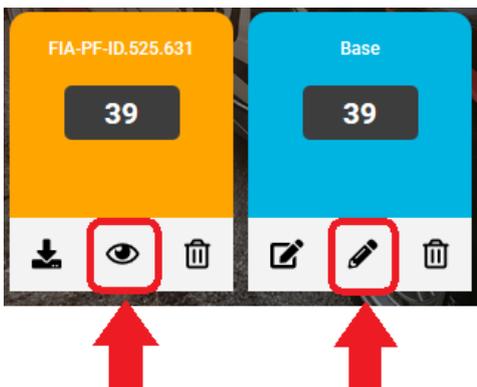


Name your draft and choose if you want to start from scratch or copy an already existing configuration:

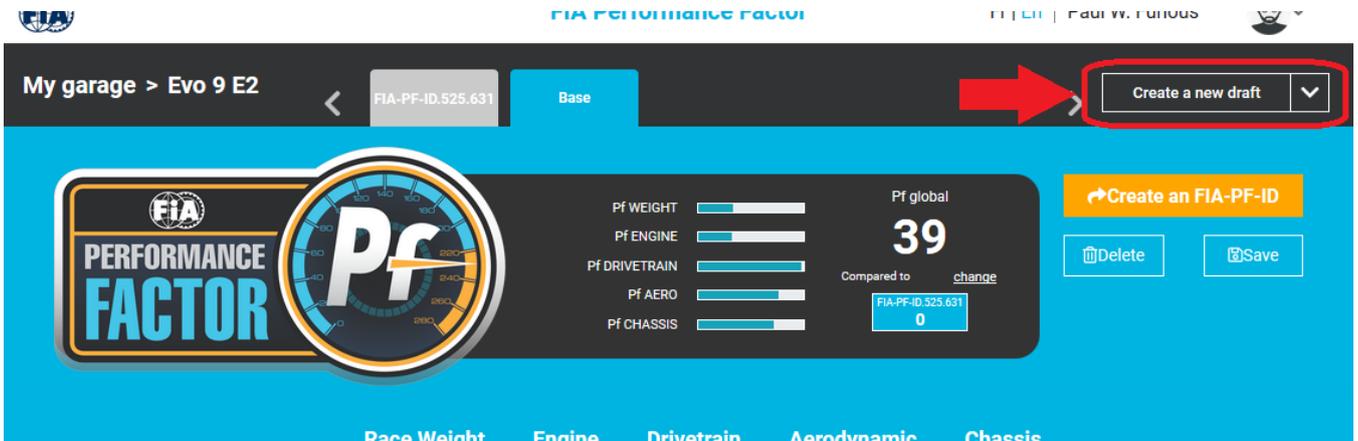
Advice: Always name your draft to find it easily if you create several.

From the Pf calculation page:

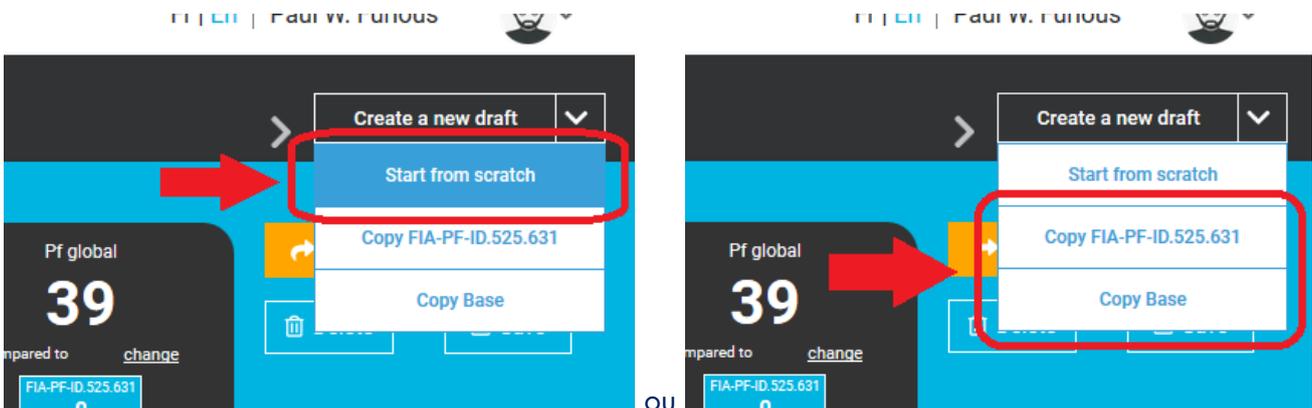
Open an existing configuration:



Click on "Create a new draft":



Choose if you want to start from scratch or copy an already existing configuration:



/!\ Warning: When you create an FIA-PF-ID, it will not be possible to modify it.

Advice: Create a "base" draft according to the configuration of your car as it is, so that every time you want to try out something new, you can create a copy of this base and work on the copy. By doing this, you will always have a base to copy to "reset" your modifications.

04 - Calculation page

Calculate a Performance factor (Pf)

To be able to calculate a Pf, you must fill in all the fields of the form. You can calculate every component independently (engine, drivetrain, aero and chassis).



When updating a component, all the other Pf (components and overall) are also updated.

Advice: If you are unable to calculate an overall Pf, ensure that all the fields are filled in (all boxes ticked, value = zero for elements not present on your car).

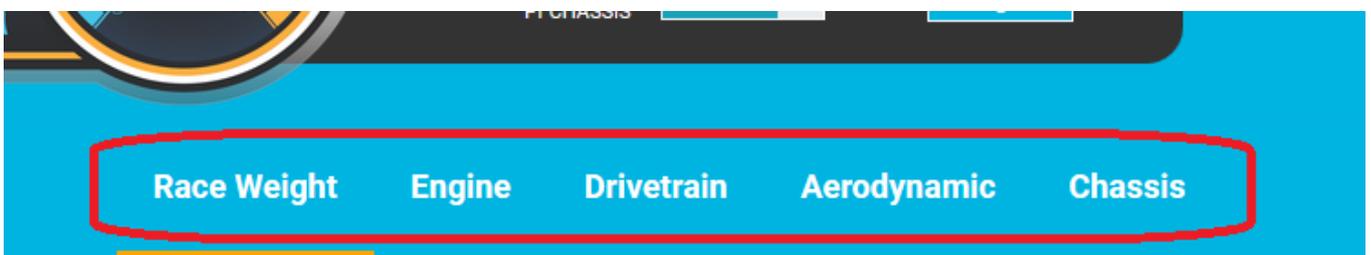
Save

Warning: Do not forget to save your work before going back to the virtual garage. If you do not save your work, your modifications will not be saved when you leave the page.

Navigation

Quick access buttons enable you to navigate quickly on the page.

- Access a component:

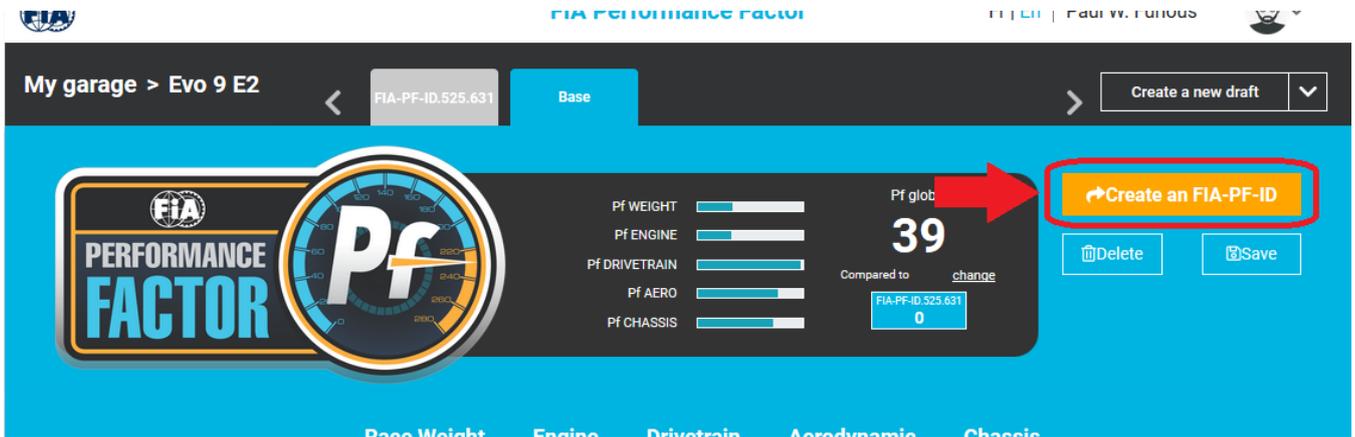


- Back to the top of the page:



05 - Create your FIA-PF-ID

Once you have calculated your Pf, you can change your draft into an FIA-PF-ID by clicking on the action button at the top-right-corner of the page:



Warning: An FIA-PF-ID form can still be viewed, but you can no longer make any changes to it.

06 - Download your FIA-PF-ID

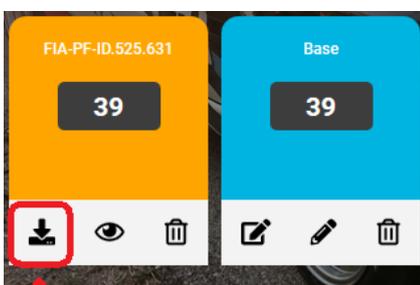
From the calculation page

Click on the top-right corner of the page:



From the virtual garage

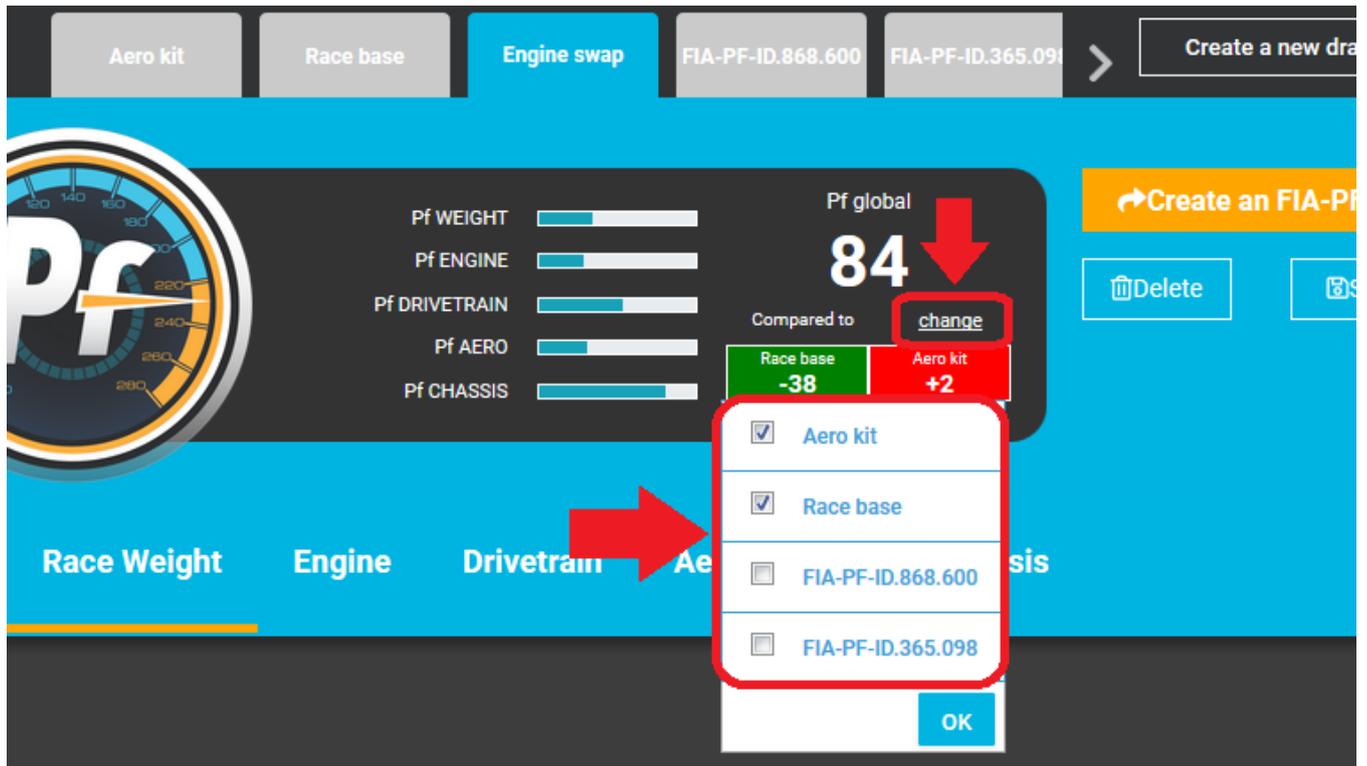
Click on the FIA-PF-ID export button:



07 - Choose the comparisons

When you have three or less configurations, the comparison is automatic.

When you have more than three configurations, you can select the two configurations you want to compare to the one you are viewing by clicking on the "change" button:



A green indicator means that the version being viewed has a higher performance than the one it is being compared with.

A red indicator means that the version being viewed has a lower performance than the one it is being compared with.

You can select a maximum of two configurations for the comparison.

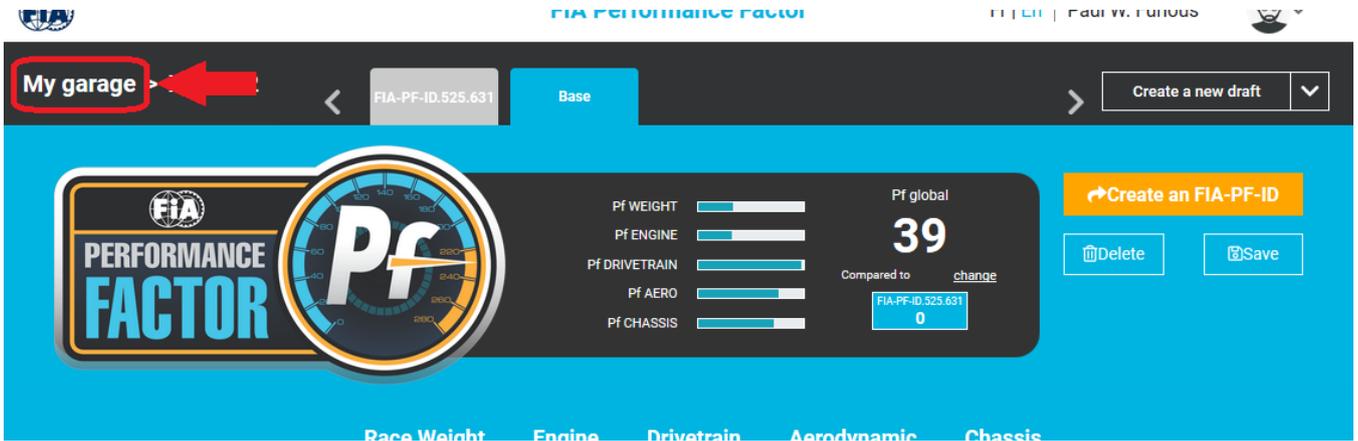
(In the above example, the consulted configuration is "Engine swap". It is considered 38 points more effective than "Race base" and 2 points less effective than "Aero kit").

Advice: Please note that the "change" button is also available in each component box.

08 - Go back to the virtual garage

From the calculation page

Click on "My garage" on the top-left corner of the page.



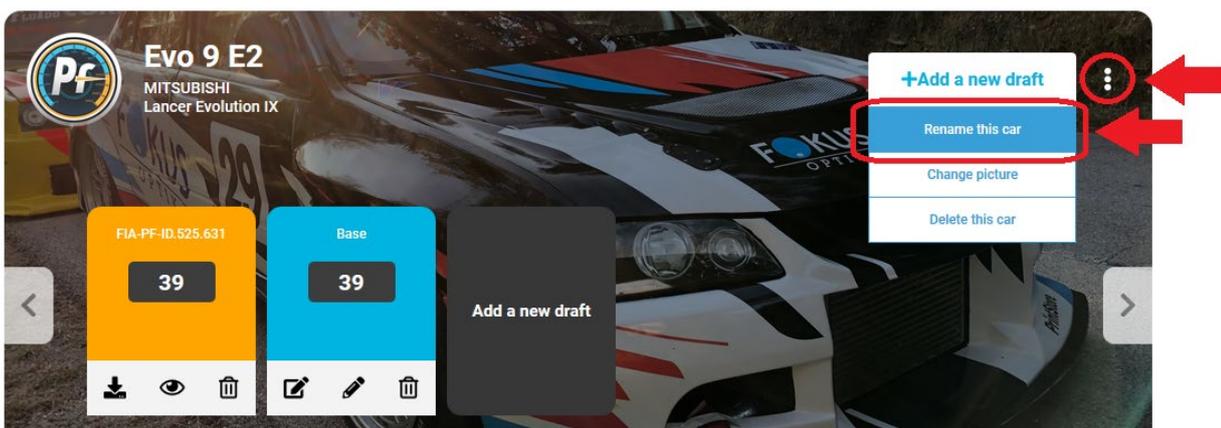
From any page

Click on the profile menu in the top-right corner of the page and select "My garage".



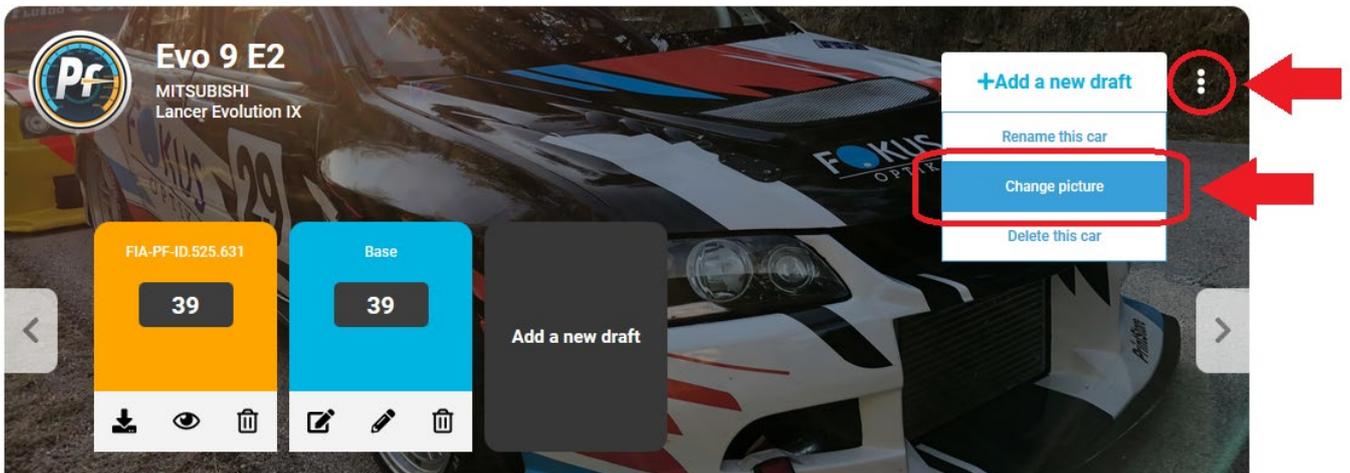
09 - Rename your car

You can change the information on your cars (make, model, nickname) from the garage page. Click on the car's menu button and select "Rename this car".



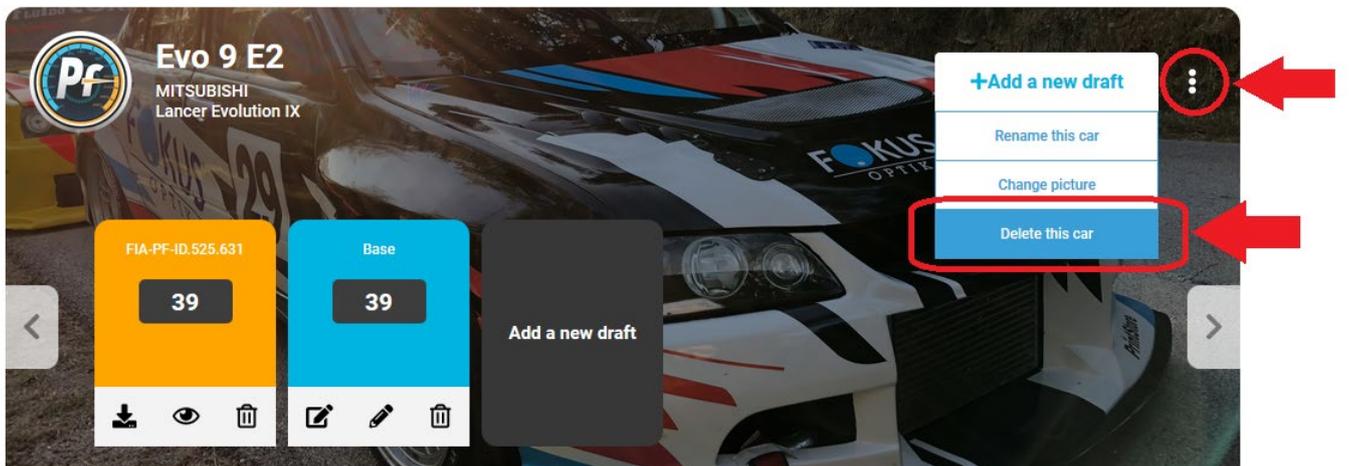
10 - Change the picture

To change your car's picture, click on the car's menu button and select "Change picture" and select the file on your computer.



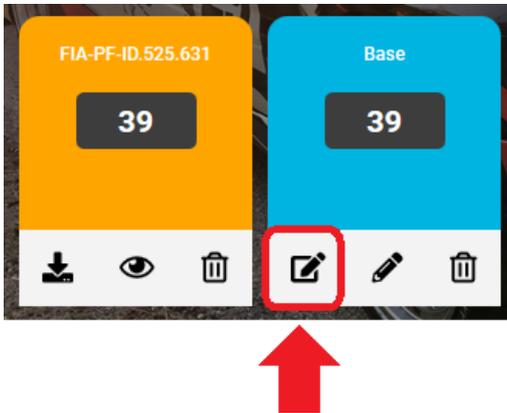
11 - Delete a car

To delete a car, click on the car's menu button and select "Delete this car".



12 - Rename a draft

To rename a draft, go to the virtual garage page and click on the button shown below:



13 - Delete a draft or an FIA-PF-ID

From the garage

To delete a draft or an FIA-PF-ID from the garage, click on one of the buttons shown below:



From the calculation page

To delete a draft or an FIA-PF-ID from the calculation page, click the "Delete" button at the top-right corner of the page:



14 - Change language

To change language, click on the link at the top-right corner of the page.

FIA Performance Factor

Fr | En

Paul W. Furious



15 - F.A.Q.

1. What is the "Performance Factor" (the "Pf")?

This concerns a new classification principle, based on a "weight / performance factor" ratio and intended to be applied to all closed cars (production, touring, E1, GT, etc.) in hill climb. The Pf project is still under consideration this season.

2. Why has this Pf project been launched?

The project came about because it was felt there was a need for a common technical framework allowing a maximum of cars to be eligible to take part in FIA hill climb competitions.

The issues affecting hill climb are becoming more and more acute with each passing season:

- the diminishing size of the fields of cars in certain groups (A, N);
- the reduction of national groups;
- the complexity of the regulations (recurrent problems regarding eligibility);
- divergences between the national and international rules;
- scrutineering made difficult by the diversity of the technical articles and referrals to the

homologation forms.

The task of the organisers, sporting bodies and officials is becoming ever more complex.

3. Are hill climbs difficult to access?

The discipline is very much alive, and the variety of the cars is one of the most obvious signs of this. However, one and the same event can combine various competitions (international, national and regional) and its classifications may have to take into account over twenty different groups (sometimes more than sixty classes).

In short, while each of the hill climb events still offers a great show, the competition and the regulations are difficult to understand, both for the spectators and for those taking part. In the same way, communication remains limited and can target only a very limited segment of the media or of the public.

4. Who initiated the Pf project?

On the basis of the multiple observations set out above, the FIA Hill Climb Commission conducted a review and mandated technical observers to gather data over a period of nearly three years. A working group and several delegates representing the National Sporting Authorities have also contributed to the development of the project.

5. What are the goals?

To produce regulations that are as inclusive as possible!

To give the greatest number of drivers the possibility of taking part with their car in an FIA competition without modifications and without harbouring doubts as to their eligibility.

6. Would all cars be accepted?

Yes, except for electric or hybrid cars for the moment.

The cars will only have to respect a technical framework ensuring the FIA's minimum requirements on safety.

To be precise, the Pf offers a classification method that is open to a broad range of cars – up to now the following have been ineligible to take part in the FIA Championship:

- cars that are not homologated or whose homologation has expired;
- E1 cars;
- cars corresponding strictly to "national" criteria;
- cars coming from international series;
- cars coming from Single-Make Trophies / Series;
- etc.

A list (not exhaustive) has been drawn up, giving an idea of the potential offered by the Pf concept should it end up being implemented: [click here!](#)

7. A new classification method?

In order to admit a maximum of cars and adapt to their great diversity while ensuring fair competition, it was necessary to identify a common denominator: the analysis of each car's performance level.

In short:

- each vehicle has a unique racing weight and a specific level of performance.
- on the basis of a calculation (the Pf), performance points are determined.
- cars presenting a similar Pf will be grouped and classed at an equal level for the event.

8. A calculation to determine the car's performance level and its classification?

Yes, the Pf calculation. This is a mathematical formula, which takes into account around thirty technical parameters (easily measurable) that influence the race performances and are grouped around 5 elements: weight, engine, aerodynamics, drive train and structure (chassis, rollbar).

One basic rule: *the lower the car's Pf, the higher its performance level (example: a car with a Pf of 20 will perform better than a car with a Pf of 200).*

9. How is the Pf calculated?

To facilitate all the operations, an online application carries out the Pf calculation instantaneously. A mobile application should also be available in due course.

In the end, the driver will have only two stages to complete:

- 1) provide the technical data via an online form (technical identification) to obtain the Pf...
- 2) ...and take part in the FIA competition.

10. Is the technical declaration of the car necessary?

Yes, the procedure is free and personalised.

The technical declaration of the vehicle requires the drivers to take some physical measurements beforehand, but the online registration itself can be carried out in 30 minutes.

The technical declaration:

- allows the automated calculation of the Pf;
- generates a reference technical document for the scrutineers and officials;
- simplifies the classification of the cars for the organisers.

These technical data are recorded in a database (which the drivers concerned can access at any time).

11. Drivers regularly make changes to their cars... How will that be reflected in the Pf system?

In a few minutes... The technical declaration is initially made in full before the very first competition. If a driver proceeds to make changes, he has only to access his technical form, pre-recorded online, and enter the new information or technical parameters.

The Pf number may change according to the updates made to the car, and the driver is answerable for the information he declares. The driver will thus be free to make modifications to change his car's performance class during the season.

12. The Pf could be applied to the competitions in the FIA Championship or the FIA Cup as from the 2020 season. But would it suit events at the national level?

The Pf project is also a proposal that aims to harmonise the regulations for hill climb in Europe. It has yet to be validated by the FIA World Motor Sport Council.

Harmonisation between the national and international levels is welcome, as a single event can give rise to up to 6 or 7 different classifications (FIA Championship, national/regional championship, CEZ, Cup, Trophy, etc.). For the uninitiated, the plethora of results is a source of confusion, and errors are frequent.

Yes, the Pf concept could be applied and adapted to all levels (international, national or regional championships). This would result in real visibility: a single type of classification for the whole of the event.

As an example, the vast majority of closed cars in an event would be grouped together in 5 (or 6) performance classes, instead of being divided up into 10, 15 or even 20 national and international groups.

Also, the Pf categorisation is flexible and could be adjusted to suit the needs of an organiser for his event, or those of a National Sporting Authority for its own championship, without affecting the integrity of the Pf method.

It will of course be up to the National Sporting Authorities to assess the advantage of the Pf for the national championships, the organisers and the drivers.

13. What are the advantages of the Pf?

The advantages are many ...and for the drivers first and foremost!

- open technical regulations in keeping with the varied characteristics of the cars and the needs of the discipline;
- eligibility of a maximum of cars;
- a potentially broader market at the European level;
- a simplified classification method (even unique – if adopted by the National Sporting Authorities);
- faster and more practicable scrutineering (the physical Pf measurements can be checked directly by the scrutineers at the site of the event);
- easier procedures for the organisers;
- clear and efficient communication for the public and the media.

14. "Open" technical regulations?

Yes, regulatory freedom with few restrictions (except for the safety equipment), which can give rise to car preparations that are ingenious, original, more or less sophisticated, and more or less costly – in any case in line with the spirit of hill climb and the expectations and resources of the drivers taking part.

15. What are the next stages?

Most of the National Sporting Authorities, organisers and officials want first to understand the methodology applied by the FIA. The 2019 season will be a transitional stage: FIA officials will be present at the events of the FIA Championship in order to inform the drivers, officials, organisers and ASNs. Communications will be published. One of the goals is to submit the Pf concept and regulations to the FIA World Motor Sport Council, for application as from 2020.

Website: www.fia.com/pf

Any questions? Contact: pf@fia.com