



Performance Factor (Pf) FREQUENTLY ASKED QUESTIONS / FAQ



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.

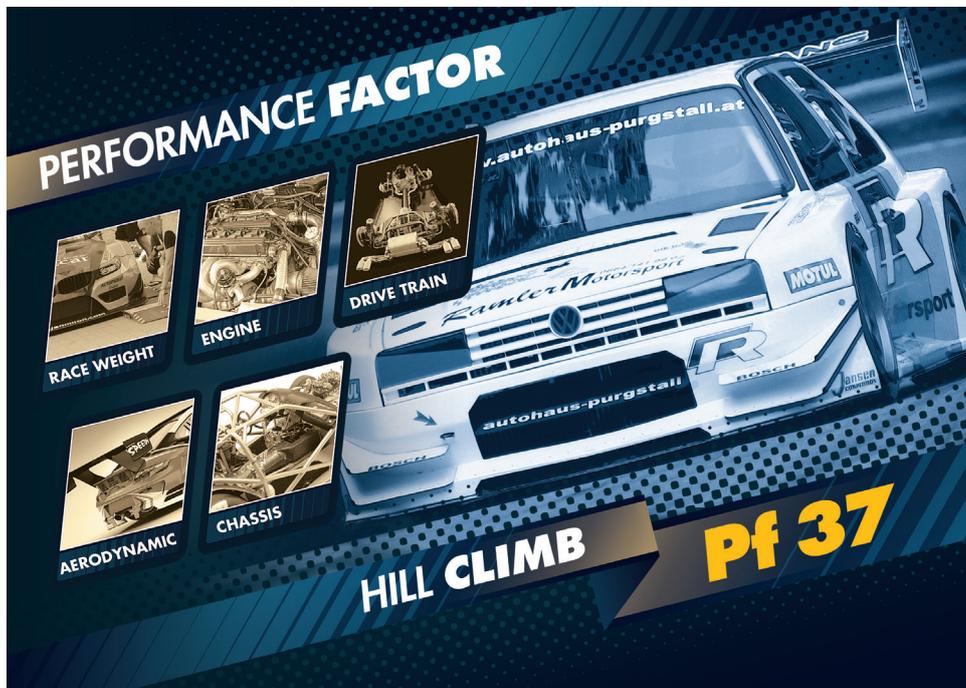
In short:

- 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 2019 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 2018 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.

Three FIA competitions – “Subida Int. Al Fito (ESP)”, “Trento Bondone (ITA)” and “Buzetski dani (HRV)” - will produce virtual classifications, based on the Pf system and drawn up for internal purposes in order to provide concrete answers as to the viability of the project. The drivers will be invited to take part.

One of the goals is to submit the **Pf** concept and regulations to the FIA World Motor Sport Council, for application as from 2019.

Website: www.fia.com/pf

Any questions? Contact: hillclimb@fia.com

