



## FIA DRIVER CATEGORISATIONS REGULATIONS

### 1 GENERAL PRINCIPLES

An FIA Driver Categorisation list has replaced the former FIA WEC and FIA GT3 lists from 2015 onwards. The FIA Driver Categorisation is the basis for all FIA Championships that use a driver system, and can be adopted by any series, which are free to make any modifications they wish (as long as these are clearly visible). A national series may use the FIA Driver Categorisation system.

- 1.1 The "bronze", "silver", "gold" and "platinum" designations are "FIA copyright". If a championship does not use the FIA Driver Categorisation, it cannot use these designations as they are.
- 1.2 Any series that will be using the FIA Driver Categorisation must include in their regulations a provision specifying that they will refer to this categorisation system.
- 1.3 All series shall make an official statement to the FIA Driver Categorisation Committee to confirm that they will be using the FIA Driver Categorisation system.
- 1.4 Any series which is using the FIA Driver Categorisation list should provide the contact information of a person who will be able to provide good advice about the series, the races and the drivers taking part. The contact details of this person must be sent by email to [driverscategorisation@fia.com](mailto:driverscategorisation@fia.com).
- 1.5 All series using this system will be requested to submit standardised data after each race to the FIA administration.
- 1.6 If a series uses the FIA system, it may not use a second categorisation system.  
The initial categorisation is based on the driver's age and career record, which may be adjusted in subsequent seasons according to the recorded race pace and results of the series that are using the categorisation system.
- 1.7 Any driver requesting a categorisation must specify in which series he plans to take part.
- 1.8 Drivers may be removed from the list after 3 years should the Committee have insufficient data.

1.9 The list of competitors allowed to take part in any competition will indicate the category attributed to each driver.

1.10 Any series may retain the right to adjust the categorisation to the specific nature of their own series.

1.11 Drivers who have not been categorised will not be allowed to take part in any competition which depends on driver categorisation, with the exception of provisional categorisations in accordance with article 4.

1.12 Any such driver given a temporary categorisation exemption will be indicated on the entry list with an asterisk or other marking. The conditions and regulations governing this should be specified in the sporting regulations of the series in question

## **2 – INITIAL CATEGORISATION REQUESTS**

2.1 New requests can be made at any point in the year.

2.2 Drivers wishing to compete in the Series using the FIA categorisation system must send in a record of achievements to the FIA administration using the following link <http://private.fia.com/categorisation>. The drivers will normally be informed of their categorisation at the latest two weeks from the Friday after which they submit their request.

2.3 The fees for initial categorisation must be sent to the FIA administration, and will be in the amount of 150 euros for initial categorisation . Decisions by the FIA administration may be reviewed at the request of the driver alone within 15 days of the publication of the Categorisation Committee's decision, and at a cost of 250 euros , backed up by all the necessary proof and documents. Without proof, the request will not be examined.

2.4 This 15-day period begins when the driver receives the email regarding the decision. Only the driver can contest the Committee's decision. Therefore, the direct email address of the driver (and not that of the team manager or any other representative) must be entered on the request form.

2.5 Only one request for review of the decision on categorisation will be accepted. Once the 15-day period has passed, the categorisation cannot change until the end of the year.

2.6 The fee for drivers requesting an emergency categorisation, and needing a reply within seven days, will be 350 euros.

2.7 Exceptional cases will be handled by the Committee during the season.

### **3. ANNUAL REVIEW OF CATEGORISATIONS**

- 3 Current drivers may request a review, which must be received by **15<sup>th</sup>** September for consideration for the following year.
  - 3.1 Any re-categorisation by the Committee on the basis of data received will be published by 15 November at the latest.
  - 3.2 Drivers whose category has been changed, those whose request for review has not been accepted or those who expected to receive a change due to their age may enter a contest against this new categorisation within two weeks of the list's publication on the FIA website, at a cost of €250. Any such contest must include new data or information in order to be considered. No requests for review from any other driver will be accepted.
  - 3.3 The definitive list will be published before the first week of December.

### **4. PROVISIONAL CATEGORISATIONS**

- 4.1 The Panel of Stewards of any Series may provisionally categorise drivers who announce themselves with their record of achievements after a competition has already begun. A fee must be charged for this, the amount of which will depend on the Series concerned. The fee must not be lower than the emergency categorisation fee.
- 4.2 Any such provisional categorisations will not constitute an FIA categorisation
- 4.3 The Promoter of each Series is requested to inform the Driver Categorisation Committee of any such provisional categorisations by email on [driverscategorisation@fia.com](mailto:driverscategorisation@fia.com).

### **5 DRIVER EVALUATION PROCEDURE**

- 5.1 Drivers will be evaluated initially on their record of achievements (age + career record), then on their overall performance and average time during the races.
- 5.2 After a driver has raced in any monitored series for a minimum of one season, his/her categorisation may be adjusted according to the monitored race pace, with the exception of drivers under 30 with race experience who will remain Silver as a minimum.
- 5.3 Average calculations are performed based on the lap times set by each driver during the races which have taken place during a season. For Sprint races, the ten fastest laps are used. For endurance races, 20 laps is recommended where possible.
- 5.4 This data will be used to calculate the average lap time per driver, which will be sorted to determine the gap between each driver and the fastest driver in the race as well as between the drivers sharing a car in that race. Using time ranges per category of driver (platinum, gold, silver,

bronze), and after taking into account any external factor, this information will be used to help the Committee in the analysis of their performance.

5.5 There may be a re-categorisation of a driver if his time does not correspond to the expected time range of his category. This re-categorisation can only happen between seasons.

## **6 DATA COLLECTION**

6.1 Every Series using the Categorisation is requested to provide the following information by the end of the season. There is a need for good coordination with the promoters and timekeepers in order to collect this data.

6.2 For each race, the Timekeepers are requested to provide a CSV file listing all the drivers and their 10 fastest laps. For endurance races, 20 laps is recommended where possible. The class, car number and car type should also be included. The document must include the Series Name, Race Name, Circuit and Weather Conditions.

6.3 Please also note any significant information related to the race (for example, a long safety car period or serious weather problems, mainly in sprint races, which could affect the calculations, or anything that changes the results, such as success ballast) and provide pdf versions of the race and qualifying results.

6.4

## **7. DEFINITIONS OF THE CATEGORISATIONS:**

7.1 A driver's initial categorisation is established primarily based on their record of achievements (age + career record) as listed below. Continuing categorisation is determined on the assessment of their average times during the races and also on their standing within the criteria listed below.

### **7.2 PLATINUM**

A professional driver satisfying at least two of the following criteria:

- has held a Super Licence (for Formula One);
- has won the Le Mans 24 Hours in a professional category (LMP1 / LMGTE Pro);
- has won the FIA World Endurance Championship in a professional category;
- has been a Factory Driver, paid by a car manufacturer, with results to match;
- has finished in the top 5 in the general classification in the FIA International F3000, CART/Champcar, IRL, IndyCar or GP2; all FIA World Championships and FIA World Cups (excluding the FIA GT Nations Cup); IMSA P and FIA Formula E Championship.
- has finished in the top 3 in the general classification of an F3 international series\* (FIA F3, British/EuroF3 until 2011) or major international single-seater championship\* (Example: F2, Nissan World Series, Formula Renault 3.5, Super Formula etc.);
- has won the International V8 Supercars Championship;
- has won the Porsche Supercup;

- has won the American Le Mans Series in a professional category;
- has won the IMSA SportsCar Championship in a professional category;
- satisfies 3 or more Gold criteria (including repetition of the same criteria);
- is a driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as Platinum by the FIA.

*\*Non-exhaustive list*

### **7.3 GOLD**

An amateur or professional driver in FIA international and national series satisfying at least one of the following criteria:

- satisfies one criterion from platinum;
- has finished in the top 3 in the general classification of a secondary international single-seater series \* (A1 GP, GP3, Renault V6, Superleague, Eurocup FR2.0, Firestone Indy Lights);
- has won the general classification of a regional or national single-seater series \* (F3, FR2.0, Atlantic Championship up to and including 2009, Euro V8 Series);
- has competed in the FIA F2, GP2, GP3, FIA F3 or Super Formula series since 2012 and has finished on the podium on three or more occasions in one calendar season.
- has finished in the top 3 in the general classification of the Porsche Supercup / DTM / Super GT (GT500 or GT300) series or won a major national Porsche Carrera Cup or the BTCC;
- has finished in the top 3 in the general classification of the International V8 Supercars Championship;
- has won a major GT series\* (FIA GT, Blancpain GT Series (Pro), FIA GT1 World Championship, FIA GT3 European Championship, ADAC GT Masters, British GT Championship, Blancpain GT Series Asia, GT Asia) or category of a major SportsCar series\* (ILMC, ELMS, ALMS, Asian Le Mans Series, WEC, IMSA SportsCar Championship) with driver(s) of a lower or the same categorisation; GT4 and LMP3 categories are not included.
- is a driver whose average lap time is consistently as fast or faster over the majority of the season than the average lap time of Gold drivers competing in the same event of the season (if this time factor was not taken into account, he would be categorised as Silver);
- is a driver whose main professional activity is based around motor sport, and whose performances and achievements, despite not being covered by one of the definitions above, may be considered as Gold by the FIA.

*\*Non-exhaustive list*

### **7.4 SILVER**

An amateur driver satisfying at least one of the following criteria:

- driver aged under 30 and not satisfying the criteria of categories Platinum and Gold;
- driver who has finished in 1<sup>st</sup> place in the general classification of regional or major national championships or international series, or has won a major endurance race;
- driver who has won a non-professional drivers' series\* (Ferrari Challenge, Maserati Trophy, Lamborghini Supertrophy, Porsche GT3 Cup Challenge) or a regional, national or international single-make lower category series organised by a Manufacturer (not including Series which are restricted only to Bronze drivers);

- has competed competitively in high-level international karting competitions;
- is a driver whose average lap time is consistently as fast or faster over the majority of the season than the average lap time of Silver drivers competing in the same event of the season (if this time factor was not taken into account, he would be categorised as Bronze);
- is a driver who is actively involved in coaching and instructing;
- driver whose performances and achievements, despite not being covered by one of the definitions above, may be considered as Silver by the FIA.

*\*Non-exhaustive list*

## **7.5 BRONZE**

An amateur driver.

- any driver who was over 30 years old when his/her first licence was issued, and who has little or no single-seater experience;
- any driver over 30, previously categorised as Silver, but with no significant results (titles, pole positions or race wins) and whose performance has been shown to be that of a Bronze driver in a monitored series;
- any driver under 30 years old with a licence issued for the first time during the year of his first categorisation and who has not competed in high-level international karting competitions

## **8 CATEGORISATION GENERAL RULES**

The following apply to all categories

8.1 The driver categorisation of any driver over 50 years old will be reduced by one grade for the season following his/her 50<sup>th</sup> birthday;

8.2 The driver categorisation of any driver over 55 will be reduced by an additional grade for the season following his/her 55<sup>th</sup> birthday;

8.3 Any driver over 60 will be categorised Bronze for the season following his/her 60<sup>th</sup> birthday;

8.4 Any driver who has downgraded in the 3-year period before his 50<sup>th</sup>, 55<sup>th</sup> and 60<sup>th</sup> birthdays will not be downgraded again on reaching that birthday. Note that automatic downgrades based on age are given compared to the potential highest categorisation a driver has, or would have, held, based on their career as a whole.

8.5 No driver will be downgraded for any reason (including age) at the end of a year in which he/she has won a category of a series or championship listed in the definitions in section 7 above.

8.6 A driver aged between 30 and 40 years of age, who has been out of racing for at least ten years (no more than one race / race meeting per year) may return to racing one grade lower than the grade indicated by his/her career record, to be reviewed after one year;

8.7 A driver aged over 40 years old who has been out of racing for at least five years (no more than one race / race meeting per year) may return to racing one grade lower than the grade indicated by his/her career record, to be reviewed after one year;

- 8.6 It is not possible to cumulate downgrades of categories due to age and due to absence from racing for at least five years (as above);
- 8.7 Once a driver has been downgraded because of his age, he may not be upgraded again;<
- 8.8 An active factory driver cannot be downgraded below the Gold category;
- 8.9 A driver's category will not be adjusted during the season due to a change in circumstances as listed above (e.g. winning Le Mans, or being named as a factory driver). This does not apply to errors or to deliberately withheld information;
- 8.10 Results from series or races contested over 10 years ago, combined with recent proof of lap times, may be excluded from examination on decision of the Committee;
- 8.11 The Committee may decide to disregard any series mentioned under the criteria for any category should the level or number of participants of a specific season be considered to be unrepresentative;
- 8.12 Special cases will be examined at the FIA's discretion. This includes drivers returning from injury or illness.