

F4 Technical Advisory Memo

No: TAMF4-2019-001
Date: January 9, 2019
Subject: 2019 Technical Rules

The following are notes on 2019 technical rules and enforcement. Any changes will be effective at the first championship event, unless noted below. Status of each is noted individually below.

Ride height remains free

The minimum ride height rule enforced for F4 in 2017 was deleted in 2018. There are no plans to reinstate it in 2019. Ride height will remain free.

Removal of anti-roll bar link (firm)

The “as delivered” terms in 26.1 of the 2018 F4 Sporting Regs can be interpreted to prohibit removal of an anti-roll bar link. The 2019 F4 Sporting Regs, as submitted to the FIA, contain a section allowing removal of a single link assembly on either or both anti-roll bars, while the bar and remaining link remain installed. This change will become effective following FIA approval of the Sporting Regulations.

Seals on shock absorbers (firm)

Prior to the first event in 2019, shock absorbers must be inspected and sealed at JRi. Seals installed by JRi must be present to pass inspection, whether annual, pre-event, or post-session. Arrangements are being finalized now, with announcement in a Technical Advisory Memo expected in January.

Rig testing ban (firm)

The 2019 Sporting Regulations include a ban on Rig testing, including, but not limited to, 7-post, K&C, pulldown, and tire force and moment. Shock dyno tests remain permitted. This ban will be enacted via Technical Rule Bulletin in early January, to avoid delay while the FIA approves the Sporting Regulations.

Spec engine and transmission oil (very likely)

Following the Phillips 66 agreement with HPD, there are likely to be spec engine and transmission oils. These would be Redline products, as they are a Phillips 66 brand. The expected products are 0W-20 engine and 75W-140 transmission. Testing of both is underway. The final decision on will depend on the outcome of testing. It is hoped this will be clear in February.

Minimum brake rotor weight and/or thickness (under consideration)

Teams have inquired about the legality of machining rotors to the minimum weight or thickness listed in the FIA technical regulations. To clarify, the series is considering a minimum weight and/or thickness for brake rotors. Background work to support a decision is now underway. Should minimums be required, a decision is expected by the end of January. Your input is welcome.



HONDA

