



F4 Technical Advisory Memo

No: TAMF4-2022-002
Date: February 2, 2022
Subject: Proposed Technical Rule Changes

We are asking teams to contribute their input on the possible rule changes for 2022.

The following Technical Regulation Bulletins from 2021 will be incorporated to the 2022 F4 U.S. Championship Sporting Regulations:

- [Trbf4 2021 002 Cockpit Caution Light Update](#)
- [Trbf4 2021 003 Multiple Rule Clarifications And Updates](#)

In addition to these proposed rules that we are soliciting your input on, there are some rule changes already planned to help make the cars more reliable and safer. Some of these rules are:

- Allowing a different size front master cylinder on the F4 car to better center the brake bias bar in the pedal assembly
- Upgraded fuel line parts on F4 cars to stop failures at the high-pressure pump fitting
- Working on solution to address front shock cover blowing off issue for F4 cars
- Setting a standard temperature threshold where all teams can tape sidepod inlets

Proposed 2022 Rules for F4 U.S. Cars - team input needed

- Tire Rules
 - Option A – Existing Rule
 - 6 practice tires at the first event of the year
 - These are available for use in practice of the first two events of the year.
 - 6 dry tires for events with 1-2 races; 8 dry tires for events with 3-4 races.
 - Tires are scanned and tracked.
 - These tires would be available for qualifying and race sessions
 - These tires would carry over to the next two events for practice sessions.
 - Option B
 - No longer allocate 6 tires at the beginning of the season.
 - Declare 6 dry tires for events with 1-2 races, 8 dry tires for events with 3-4 races.
 - These tires will be scanned and tracked.
 - These tires would be available for qualifying and race sessions.
 - Practice tires and rain tires will no longer be tracked, but practice tires must be used from a previous session.
 - If any declared dry tires are damaged, they may be replaced with a scrubbed tire & the scrub must be scanned and tracked as a replacement.



- Gear Sets / Internals
 - Option A: Teams continue to service the back half of the gearbox internals and must continue to use internals exactly as supplied by Ligier/Sadev.
 - Option B: Teams service internals and can use surface finishes and coatings to help improve longevity of internals. The ratios must remain the same, and no parts may be machined.
- Engine Usage Rules
 - Option A: Keep current engine usage rules, penalties, etc. in place.
 - Option B: Allow more flexibility on engine usage.
 - Each car is allowed to declare two engines for the season. Only the first engine must be declared at the start of the season. The second engine could be declared later in season when needed.
 - Once declared, these two engines may be swapped back and forth as needed.
 - If one of these engines is sent back for repair and the block must be replaced, thereby changing the engine serial number, the new block can take the place of one of the declared engines.
 - Teams would still need to notify the Technical Delegate and HPD of any engine changes to keep track of which engines are being used in each car.
 - Penalties would apply if a third engine was used in a car in official sessions.

Suggestions on improving these proposed changes, or any other suggestions to improve the technical rules are welcome. Please email your feedback to Aaron by Monday, February 7th at 11:50 p.m., eastern:
aaron@parellamotorsports.com