

F3

AMERICAS
CHAMPIONSHIP

POWERED BY

H HONDA



REDEFINING GLOBAL RACING

With innovations in safety and affordability, the F3 Americas Championship is designed to attract the very best young talent from around the world.

SCCA Pro Racing sanctions the Championship, recognizing the importance of developing the racing stars of tomorrow.



| | |
|-----------------------------|-----------|
| Contact Us | Page 3 |
| The F3 Americas Short Story | Page 4 |
| 2019 F3 Americas Schedule | Page 5 |
| FIA Ladder | Page 6 |
| Demographics | Page 7 |
| Inaugural Season Recap | Page 8 |
| The Next Step | Page 9-10 |
| Investment | Page 11 |
| Next Steps | Page 12 |
| Partners | Page 13 |



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#F3Americas

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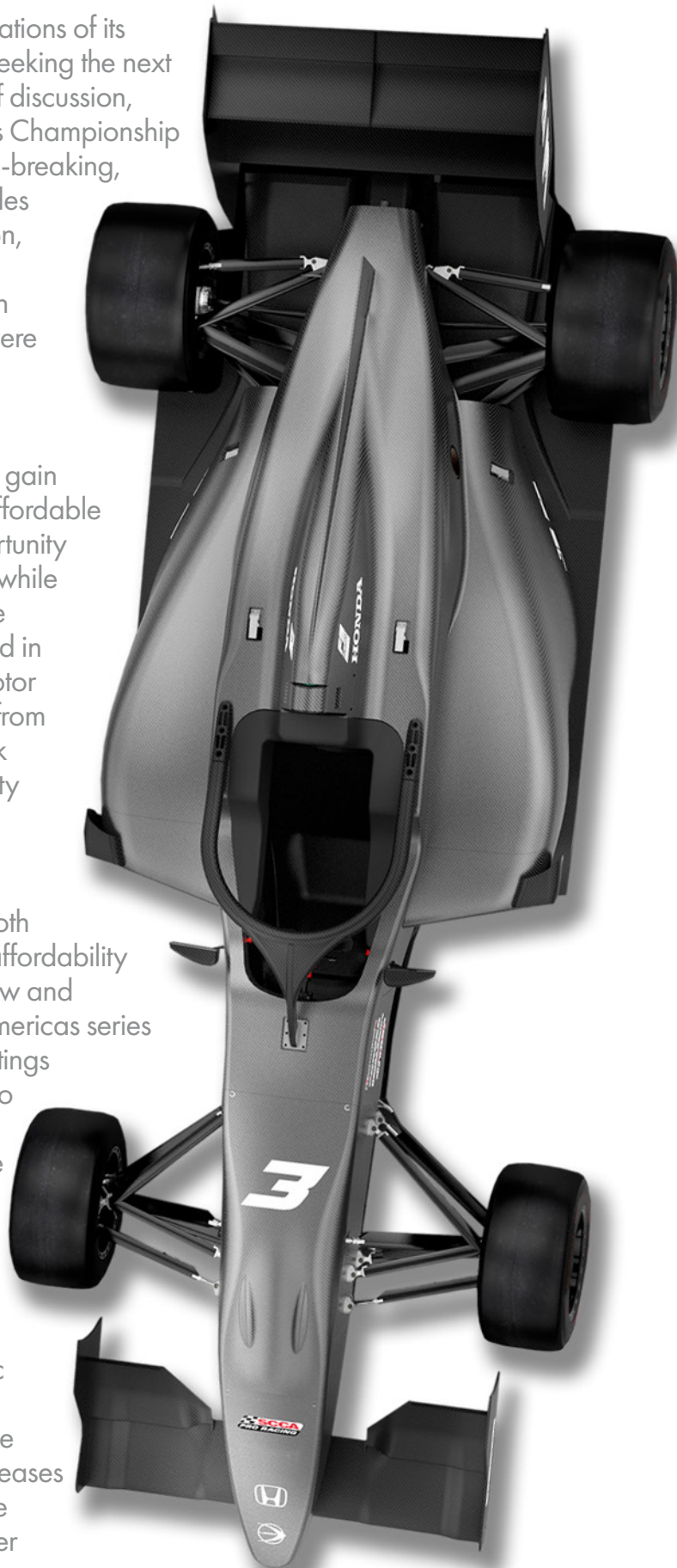
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With the F4 U.S. Championship exceeding the expectations of its partners and participants, its drivers and teams were seeking the next step in their championship development. After years of discussion, development, testing and manufacturing, F3 Americas Championship Powered by Honda was ready for launch. The ground-breaking, single-engine, single-chassis regional FIA series includes six different venues with 17 races in its inaugural season, supporting series like Trans Am, NASCAR Xfinity and Formula 1. The Formula 1 USGP weekend attracted an estimated 300,000 attendees. The top-eight drivers were presented with FIA Super License points to aid in their racing career advancement to Formula 1.

F3 Americas is the fastest way for an aspiring driver to gain experience to an international racing platform at an affordable price. The Championship offers young talent the opportunity to demonstrate their skills on an international platform while keeping affordability and safety as key elements of the program. Having the Ligier JS F3 chassis manufactured in the United States by Ligier, the Honda Civic Type R motor built in Anna, Ohio, and the Hankook Tires marketed from Nashville, Tennessee, and distributed from its Hankook Motorsports facility in Austin, Texas, aids in affordability and availability.

Stepping into the F3 Americas series builds upon the progression offered from the F4 U.S. Championship both on and off the track. With driver training, unmatched affordability and strong manufacturer support, competitors can grow and succeed into the higher levels of motorsport. The F3 Americas series offers plenty of track time for drivers. Typical race meetings will offer three 35-minute races with qualifying and two practices built into the race weekend. Altogether, the drivers have around three hours of track time available per race meeting, allowing them to increase their experience in open wheel racing.

One of F3 America's greatest strengths is the analytical work that must be carried out by the drivers in cooperation with their engineers. The series is a spec series, allowing multicar or single cars teams the same opportunity of success with capped costs; however, the cars allow for significant setup adjustments, which increases the driver's technical knowledge and gains experience required for moving up the open wheel ladder, whether with a large or small team.



APRIL 5-7

Barber Motorsports Park
Honda Indy Grand Prix of Alabama
Leeds, Alabama
16 Turns • 2.38 miles
Clockwise Road Course

**APRIL 18-20**

Road Atlanta
F4 U.S. Championship, Formula Race Promotions
Braselton, Georgia
2.54 miles • 14 Turns
Clockwise Road Course

**JUNE 21-23**

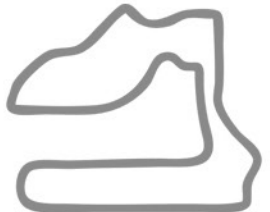
Pittsburgh International Race Complex
F4 U.S. Championship
Wampum, PA
2.8 miles • 19-Turns
Clockwise Road Course

**JULY 26-28**

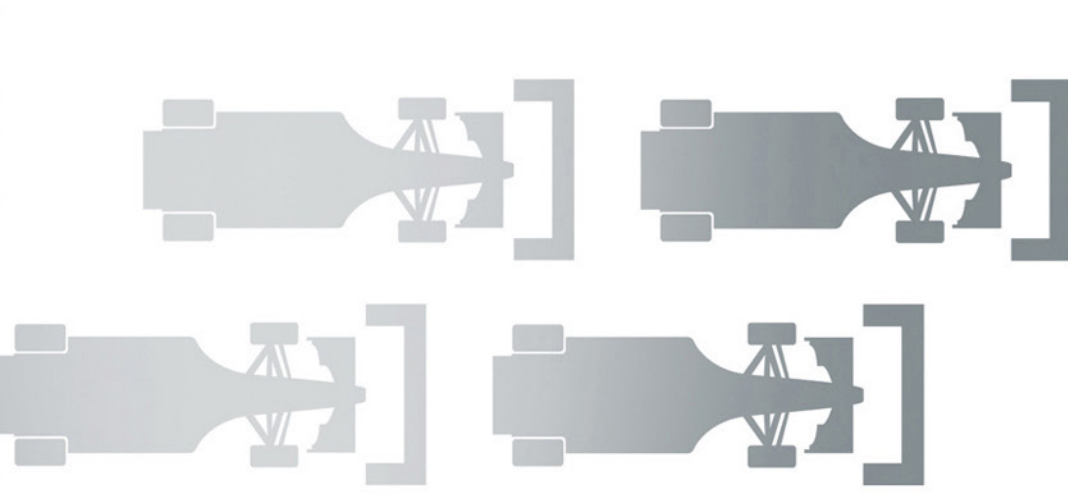
Virginia International Raceway
F4 U.S. Championship
Alton, Virginia
3.27 miles • 17-turn
Clockwise Road Course

**SEPTEMBER 13-15**

Sebring International Raceway
F4 U.S. Championship
Sebring, Florida
3.7 miles • 17 turns
Clockwise Road Course

**TBA**

*An official preseason and in season test will be built into the 2019 schedule. [Click here for complete schedule](#)



F3 Americas race format is similar to its F4 U.S. counterpart, offering maximum seat time.

- 18 Rounds
- 3 35-minute races per race weekend
- 2 practices per race weekend
- 1 qualifying session per race weekend



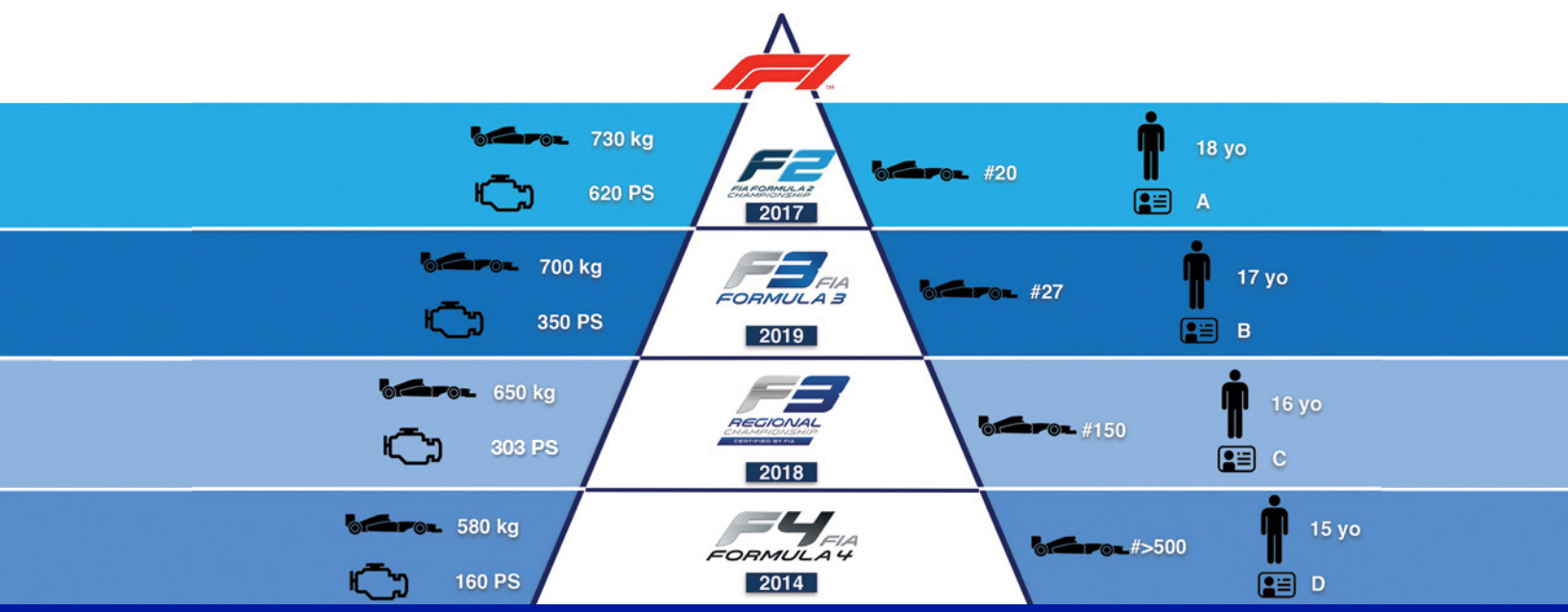
| POINTS SCORING SYSTEM | FIRST | SECOND | THIRD | FOURTH | FIFTH |
|-----------------------|-------|---------|--------|--------|-------|
| | 25 | 18 | 15 | 12 | 10 |
| | SIXTH | SEVENTH | EIGHTH | NINTH | TENTH |
| | 8 | 6 | 4 | 2 | 1 |

Team Championship points are based on the team's top 2 cars for each individual race.

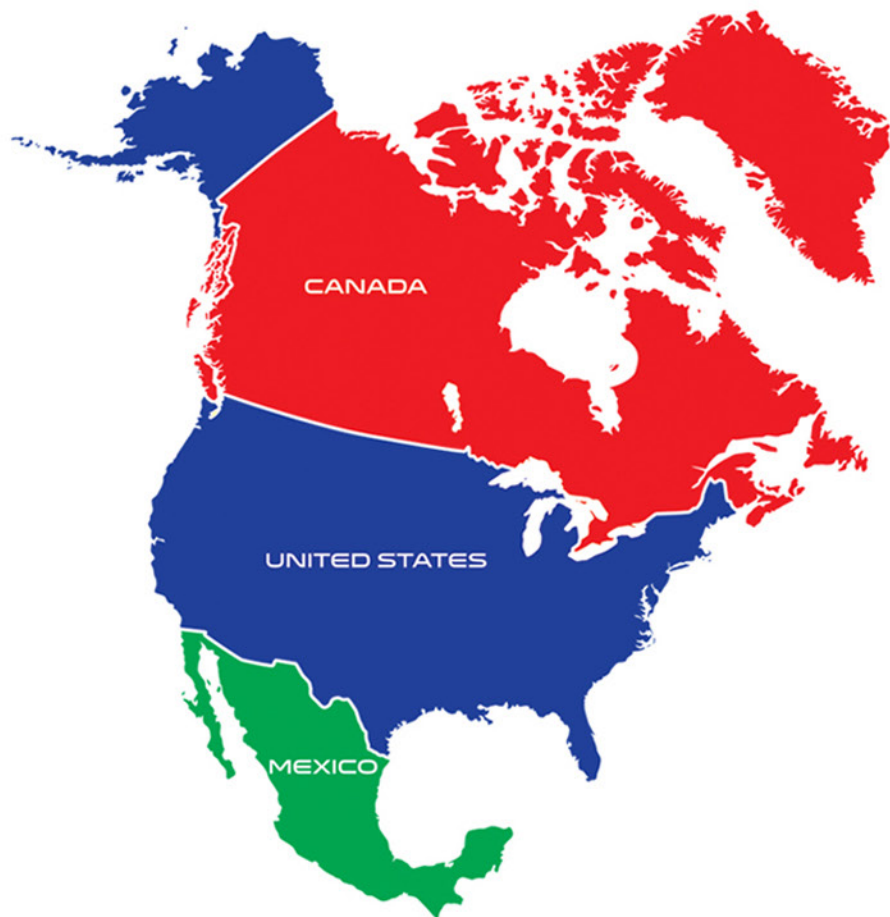
| FIA SUPER LICENSE POINTS | FIRST | SECOND | THIRD | FOURTH |
|--------------------------|-------|--------|---------|--------|
| | 15 | 12 | 10 | 7 |
| | FIFTH | SIXTH | SEVENTH | EIGHTH |
| | 5 | 3 | 2 | 1 |

The top-eight drivers in the championship are presented FIA Super License Points to aid in their racing career advancement to Formula 1.

The F3 Americas Championship aligns with the global FIA development ladder philosophy of using common components to provide a cost-efficient, reliable and powerful racing structure as drivers ascend through the levels on their way to U.S. or global racing success. There is no maximum age to participate in F3, but drivers need to be a minimum of 16 years old to compete.

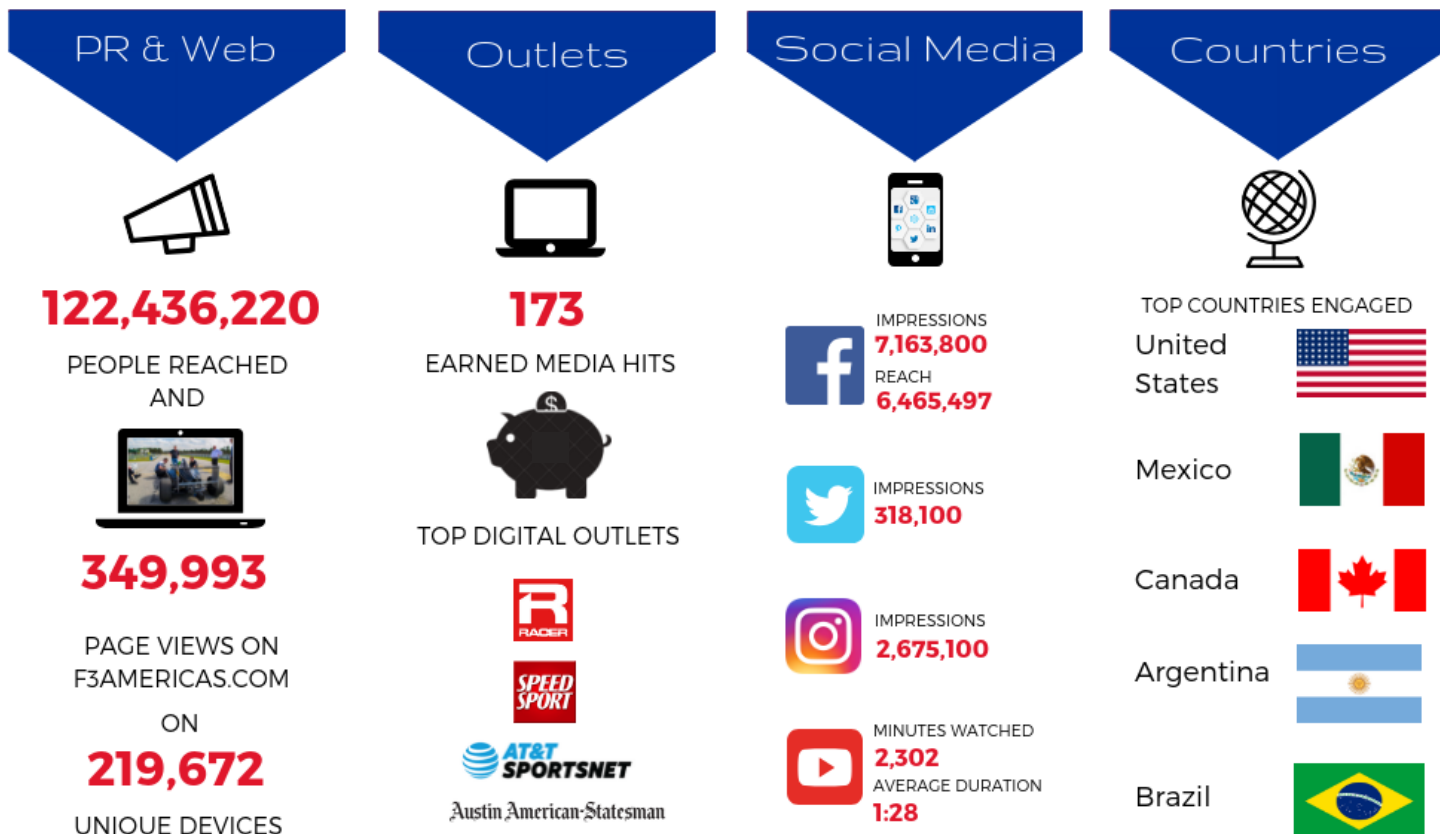


The F3 Americas Championship is a regional FIA F3 series, meaning that it encompasses Canada, the United States and Mexico. Ideally, competitors from the F4 U.S. Championship, F4 NACAM Championship (Mexican F4 Championship) and other junior wheel racing championships will come together to form the regional F3 Americas grid.



2018 PR METRICS

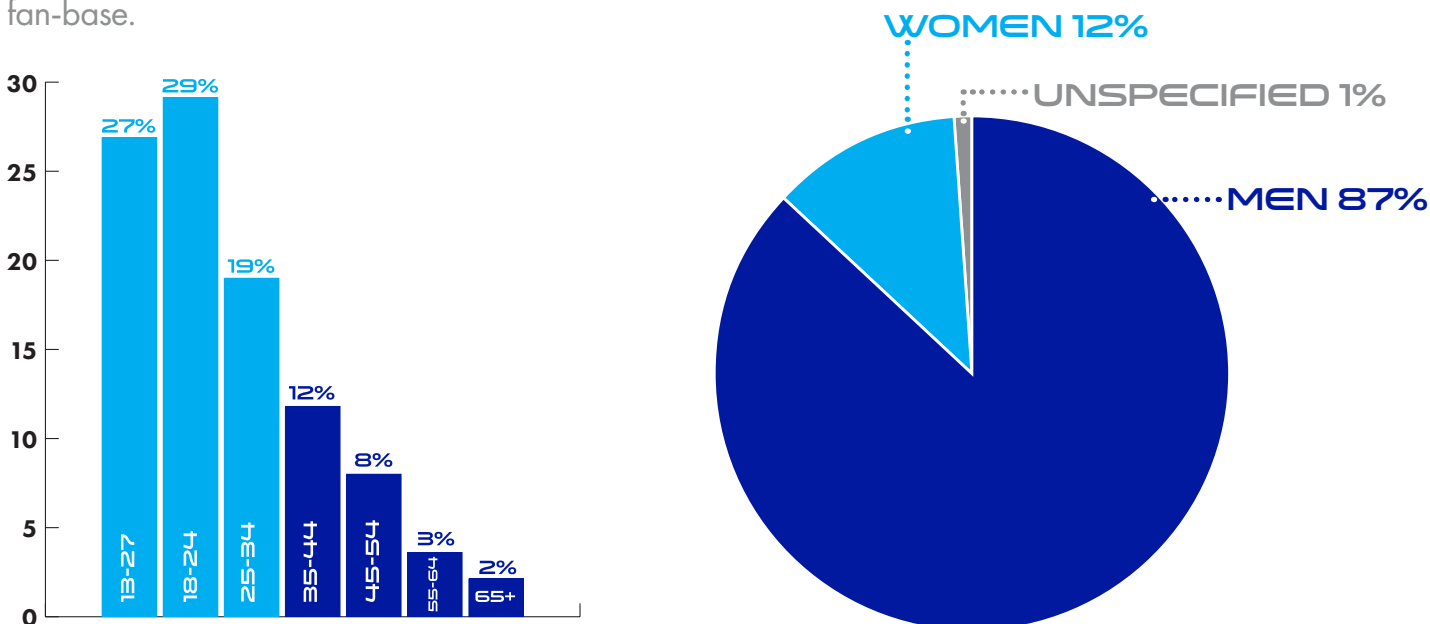
Since its inaugural season, F3 Americas has quickly gained the attention of national and international publications as well as growing its online fan base. Press releases are sent to a variety of publications.



*Numbers Reflect May-October 2018

DEMOGRAPHICS

F3 America's core audience (Generation Z and Millennials) represents 75% of F3 America's online fan-base.



*Based on 2018 Sprout Social Analytic Report

From its unveiling at the 2017 Formula 1 United States Grand Prix, to debuting as the first car in North America equipped with the halo, the F3 Americas Powered by Honda experienced several milestones during its inaugural season.

Several Honda-Powered IndyCar Series drivers were influential in the development of the F3 Americas package. Andretti Autosport 2018 IndyCar Rookie Zach Veach turned the first laps on American soil in the F3 Americas car at Mid-Ohio Sports Car Course in June and Indianapolis 500 Champion Alexander Rossi shook down the Ligier JS F3 chassis before its global racing inauguration at Pittsburgh International Race Complex in July. Rafa Matos, the 2009 IndyCar Series Rookie of the Year, also participated in several factory tire and engine tests.

In 2018, the series visited six prestigious tracks, competed in 17 races, supported series like Trans Am and NASCAR Xfinity Series and finished its inaugural season with Formula 1 at Circuit of the Americas during the United States Grand Prix in front of an estimated 300,000 fans. Kyle Kirkwood was crowned the first F3 Americas champion with Abel Motorsports, claiming the first F3 Americas team championship.



Creating innovation in safety and technology while being cost-consciousness is core to the F3 program. The F3 Americas Championship continues the evolution of affordable, competitive and technologically advanced open wheel racing that was established by the successful F4 U.S. Championship. As the next step up from F4 competition, the all-new F3 Americas car will demand more of drivers. Just as they do with the current F4 U.S. Championship, each manufacturer provides on-site engineers for parts and technical support for all teams and drivers.

ENGINE

The F3 Americas car is powered by a 303-horsepower Honda Performance Development version of the new Honda Civic® Type R® turbocharged K20C1 motor (a non-turbocharged version is used in the F4 U.S. Championship). This reliable and powerful engine is manufactured in the United States at Honda's Anna Engine Plant, and the engines are shipped to HPD in Santa Clarita, California, for racing modifications (including installation of a dry sump and other race-specific components). The engine is available for purchase at \$33,000.00.

TIRES

Hankook Tire America Corp. is a growing leader in the U.S. tire market, leveraging investments in technology, manufacturing and marketing to deliver high-quality, reliable products that are safer for consumers and the environment. Hankook Tire America is the exclusive tire supplier of F3 Americas and the new official Hankook F3 tires were developed for the series. Per FIA guidelines, a maximum of two sets will be available for purchase at each event for \$1,200 per set with no limitations on tires at official series tests. Hankook Tire will provide trackside mounting service and tire engineering support at each race and test for an additional fee.



CHASSIS

Featuring an all-new F3-FIA spec Ligier JS F3 chassis that is made and developed in North Carolina, the F3 Americas teams race chassis that meet the most current global FIA safety specification, including the first North American application of a race car Halo. Compared to the F4 U.S. Championship car, the F3 chassis features more configurable aero components, increased impact safety structures and more sophisticated data acquisition. The complete carbon fiber chassis is \$99,750.00.

STEERING

- Alcon 4 Piston monobloc calipers
- Rack and pinion
- Alcon Vented steel rotors
- FIA collapsible steering column
- TILTON adjustable pedal mounting assembly
- Quick Release steering wheel

ELECTRONICS

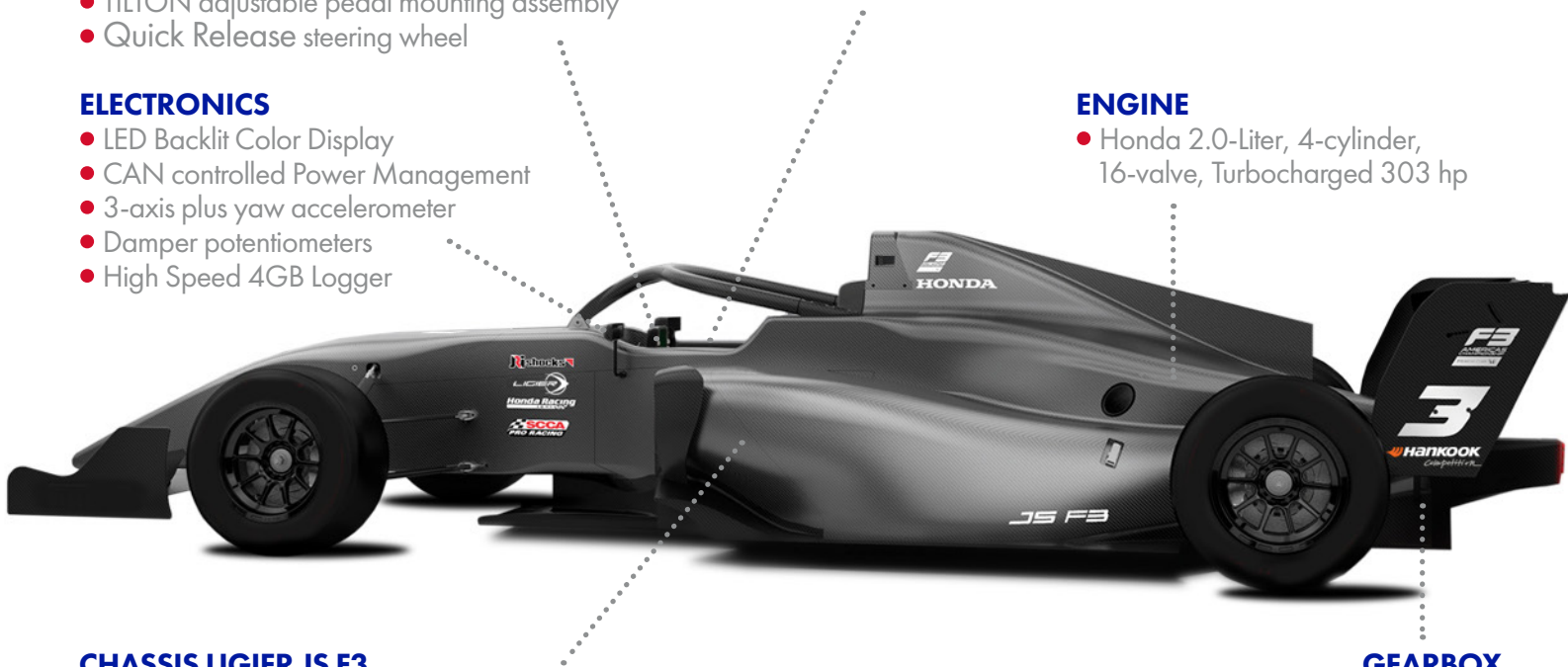
- LED Backlit Color Display
- CAN controlled Power Management
- 3-axis plus yaw accelerometer
- Damper potentiometers
- High Speed 4GB Logger

DATA SYSTEM

- Dash display with log-in
- GPS lap time and track mapping Internal 3-axis accelerometer
- Gear indicator and shift lights
- 8 MB logging memory with USB download

ENGINE

- Honda 2.0-Liter, 4-cylinder, 16-valve, Turbocharged 303 hp



CHASSIS LIGIER JS F3

- Carbon composite monocoque built to 2018 FIA F3 technical regulations
- Composite bodywork
- Full 2020 FIA safety compliant
- The F3 Americas car is the only chassis to feature the Halo in United States for junior-open wheel racing, adding an extra element of safety.

GEARBOX

- 6-speed sequential shift
- Pneumatic shift system-paddle shift




SAFETY FEATURES

- 2018 FIA Front crash structure
- 2018 Cockpit Halo bar
- 6 kJ Wheel tethers, 2 per corner
- 2018 FIA headrest compatible with HANS®
- 2018 FIA Rear crash structure
- 2018 Side and front intrusion panels
- On-board fire control system
- 2018 FIA Side impact structures
- 2018 FIA-specification 6-point harness
- 2018 FIA-specification extractable seat

DIMENSIONS

- Wheelbase: **2920 mm**
- Front Width: **1850 mm**
- Length: **4895.5 mm**
- Rear width: **1850 mm**
- Weight: **650 kg**
- Fuel Capacity: **62 Liters**

The investment to enter is affordable for the competitors, from the Honda engines to the Ligier JS F3 chassis and Hankook tires. All F3 Americas Championship cars are made and assembled in North America. F3 offers a complete racing system ready to put on the track and energize a racing career:

| | | |
|-------------------------|---|---|
| Engine Purchase | \$33,000 50% Deposit/50% Delivery |  |
| Chassis Purchase | \$99,750 50% Deposit/50% Delivery |  |
| Tire Purchase | \$1,200/set Maximum 2 sets per weekend Additional fee for mounting and balancing |  |

SCCA Pro Racing developed a cost-effective competition package to work with budget-conscious teams and drivers:

| | | |
|-----------------------------|--|---|
| Season Entry Fee | \$2,500 per event* Opportunity to pay on a per event basis or in one lump sum at a discount |  |
| Chassis Registration | \$600 per chassis Includes number registration |  |
| Credential Fee | \$285 per person for the season Includes SCCA annual membership Single event credentials available for \$50 | |
| SCCA Pro License | \$585 per season Required to compete. Includes driver credential for the season and SCCA annual membership. | |

* Barber Motorsports IndyCar weekend \$3,000. Fees are subject to change before January 2019.

In 2018, the F3 Americas Championship provided participants with the next step in their formula racing career. With high-quality cost-effective equipment, our drivers gained the valuable experience they need in a series, providing a gateway to international potential. With low fixed costs, points counting to an FIA Super License, participation in a modern racing ladder series, SCCA Participant Accident Coverage with competitor benefits and peace of mind, the F3 Americas Championship offers unparalleled opportunities.

START YOUR OWN TEAM

- Contact SCCA Pro
- Arrange for equipment acquisition from vendors

Everyone appreciates options. Participants in F3 Americas have two options. Our participants may acquire their own equipment and operate their own team. Those drivers interested in pursuing this option should contact **Dan Helman of SCCA Pro at dhelman@scca.com**.

You'll be introduced to contacts at Honda Performance Development and Ligier to help you begin your path to participation in SCCA Pro's starting line for formula racing.

HIRE AN EXISTING TEAM

- Research our team list
- Contact teams to determine availability and costs

Alternatively, participants may hire an existing F3 Americas team to run their season. Team budgets vary depending on testing and race packages.

SCCA Pro maintains a list of active teams and contact information. After reviewing profiles of each team, the choice is yours in how you would like to start your F3 Americas journey. **[Click here for active F3 Americas team list.](#)**

