



2023 SPA FRANCORCHAMPS EVENT

27 to 30 July 2023

From	The FIA Formula 3 Race Director	Document	4
To	All Teams, All Officials	Date	27 July 2023
		Time	15:06

Title	2023 F3 Spa-Francorchamps Event Notes
Description	2023 F3 Spa-Francorchamps Event Notes
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Claro Ziegahn

The FIA Formula 3 Race Director

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General Instructions

1) Pit lane map

- 1.1. Safety Car lines.
- 1.2. The location of the pit entry and the pit exit.
- 1.3. Designated garage areas.
- 1.4. Safety Car position for first lap and rest of race.
- 1.5. Blue flag marshal at the pit exit.
- 1.6. Track light panels displaying pit entry status.

2) Pre & Post Session / Race Procedure from support paddock to F1 pit lane

- 2.1. For the transfer procedures from the support paddock to the F1 pitlane, prior to all sessions and races, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations, may be used.
- 2.2. A detailed description and further information of this procedure (pit lane order and timing) are described in the attached document – F3 Event Procedures

3) Tyre Schedule

- 3.1. Refer to attached document – F3 Tyre Schedule.

4) Pirelli Event Preview

- 4.1. With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.

5) Track Light Panels

- 5.1. The FIA track light panels have been installed in the positions shown on the circuit map. In accordance with Appendix H to the ISC the light signals have the same meaning as flag signals.

6) Drivers leaving their pit stop position in the pit lane

- 6.1. For safety reasons, during practice and qualifying drivers must not do burn outs from their pit stop position, for the avoidance of doubt this also applies when the pit exit is open for reconnaissance laps.
- 6.2. It is not permitted to do burn outs or clutch bite points checks in the paddock, garage areas and in the pit lane at any time during the Event.
- 6.3. For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.
- 6.4. For reasons of safety and sporting equity, drivers must not drive through other team's pit bay after being released from their pit stop position.

7) Observing yellow flags during free practice and qualifying

- 7.1. Single waved: Drivers reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 7.2. Double waved: Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the stewards to be satisfied that any such driver has complied with these requirements it must be clear that the driver

has not attempted to set a meaningful lap time. Furthermore, during free practice and qualifying any driver in a double yellow sector will have that lap time cancelled.

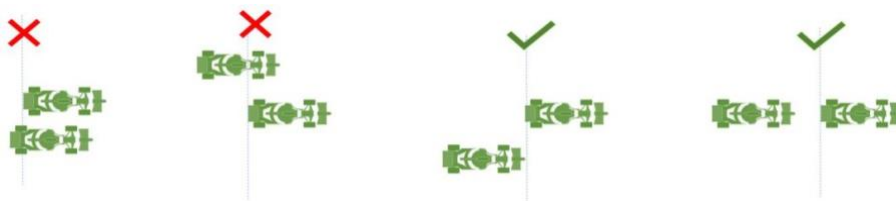
8) Lapping during the race

- 8.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags. As it was at the end of last season the system will be set to give a pre-warning when the faster car is within 3.0s of the car about to be lapped, this should be used by the team of the slower car to warn their driver he is soon going to be lapped and that allowing the faster car through should be considered a priority. When the faster car is within 1.2s of the car about to be lapped blue flags will be shown to the slower car (in addition to blue light panels, blue cockpit lights and a message on the timing monitors) and the driver must allow the following driver to overtake at the first available opportunity.

It should be noted that the aim of using F1MS is ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

9) Safety Car Procedure

- 9.1. Art. 40.13 (...) In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart. (...)



10) Fuel pressure release in parc fermé

- 10.1. For safety reasons, teams are authorised to appoint one person specifically in order to release the pressure inside the fuel cell when the cars return after each session. In addition, teams are authorised to attach fans to the car in the parc fermé.
- 10.2. When the cars are in the parc fermé, this person must request prior authorization from the FIA Technical Delegate on site and is only authorized to perform the action specified above.
- 10.3. This person will not count as far as Article 21.5 of the 2023 FIA F3 Sporting Regulations is concerned (team personnel limitation)

11) Teams Guests

- 11.1. Teams are reminded that guests are included in the category of participants as defined in Article 20 of the International Sporting Code. At the same time, Article 9.15 from the International Sporting Code states that the competitor is responsible for all acts or omissions on the part of any person to whom the competitor has allowed access to the reserved area. The pit lane and the grid are reserved areas.

Event Specific Instructions

12) Changes to the circuit

- Resurfacing of the run-off behind and after the kerb in Turn 2 on LHS.
- Rebuilding of the kerb in Turn 2 on LHS.
- Renewal of the grass verge from Turn 1 until Turn 2 on LHS.
- Renewal of the grass verge in Turn 5 on LHS.
- Renewal of the grass verge in Turn 8 on RHS.
- Renewal of the grass verge in Turn 9 LHS and between Turn 9 and Turn 10 on RHS.
- Renewal of the grass verge in Turn 14 on RHS.

13) Escape road at turn 5

- 13.1. If a driver overshoots the corner at turn 5, there is a small road along the front of the tyre barrier which leads back onto the track at turn 7. Please ensure you use this when necessary and then re-join the track in a safe manner without gaining a lasting advantage.

14) Fire extinguishers around the circuit

- 14.1. Indicated by white boards with a red fire extinguisher image attached to the debris fences.

15) Places to remove cars from the track

- 15.1. Indicated by fluorescent orange panels/paintings on the barriers. If it is safe to do so, ideally drivers should try to stop on the right-hand side of the track.

16) Lines or bollards at the Pit Entry and Pit Exit

- 16.1. In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.
- 16.2. Drivers leaving the track to enter the pit entry road, must pass on the right-hand side of the bollard placed on SC line 1.

17) Track Limits

- 17.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.
- 17.2. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate the track limits will result in that lap time being invalidated by the Stewards. Each time a driver fails to negotiate the track limits at the exit of turn 19 will result in that lap time and the immediate following lap time being invalidated by the Stewards.
- 17.3. The fourth and following offences will be reported to the stewards, regardless of having displayed the warning flag to the driver beforehand.

18) DRS

- 18.1. DRS Detection will be automatically disabled in each individual zone if any of the light panels in that particular zone are displaying yellow. The zones and corresponding light panels are as follows:
- a) DRS Activation 1: Panels 5, 6, 7
- b) DRS Activation 2: Panels 19, 1, 2

19) Pit Lane

- 19.1. The pit lane speed limit is 60 km/h for the entire event.

20) Pit Lane Barriers

- 20.1. F1 Teams have been instructed to ensure their barriers are no more than three meters from the garages.

21) Practice Starts

- 21.1. Practice starts may only be carried out on the right-hand side of the pit exit road after Turn 1 and before SC2 line. During this time, any driver passing a car which has stopped to carry out a practice start may cross the white line that is referred to in Article 16 above.
- 21.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).
- 21.3. For reasons of safety and sporting equity, at any time the pit exit is open, and practice starts are permitted to be carried out, any driver who wishes to perform a practice start must form up in a line and leave in the order they got there unless another car is unduly delayed.

22) Reconnaissance Laps

- 22.1. During the 5 minutes the pit lane is open at the start of the races, it is not permitted to do more than one reconnaissance lap. Cars will leave the F1 pit lane and go around the track directly to the grid.

23) Car number light panels for the start

- 23.1. On the left-hand side of the grid.

24) Removing cars from the grid

- 24.1. Through the gate in the pit wall adjacent to grid position 1.

25) Suspending a Race

- 25.1. In case of race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

Claro Ziegahn
The FIA Formula 3 Race Director

Paddock departures and Return – Trolleys and Cars

Departure from Support Race Pit Lane

Teams have been allocated in the correct order for entry into the F1 pit lane, so please keep to this order for each transfer:

1. MP Motorsport	6. Jenzer Motorsport
2. Hitech Pulse Eight	7. PHM Racing by Charouz
3. VAR	8. Prema Racing
4. Rodin Carlin	9. Trident
5. Campos Racing	10. ART Grand Prix

Team trolleys and personnel on foot should go up the slope behind the F2 garages and enter the F1 pit lane through the gate adjacent to the last F1 garage. Trolleys should be turned around on arrival at their allocated pit location, ready for departure via the same route at the end of all sessions.

Race Cars will leave the support pitlane under power in the **reverse team order as above** and go on track to the F1 pit lane.

Return to Support Race Pit Lane

Teams and trolleys will leave the F1 pit lane through gate 42 at pit exit and return the way they arrived.

Race Cars:

At the end of the **practice session**, after taking the chequered flag, all cars should progressively slow down, and must leave the track on the right at the exit of Turn 1 to enter the endurance pit lane immediately. They must then proceed to the end of the pit lane and exit to the support paddock.

At the end of the **qualifying session**, after taking the chequered flag, all cars should progressively slow down, and must leave the track on the right at the exit of Turn 1 to enter the endurance pit lane immediately. They must then proceed to the end of the pit lane and exit to the support paddock parc fermé area.

At the end of **both races** after taking the chequered flag, the podium cars must complete the lap to the F1 pit lane for the podium presentation. All other cars should progressively slow down, and must leave the track on the right at the exit of Turn 1 to enter the endurance pit lane immediately. They must then proceed to the end of the pit lane and exit to the support paddock parc fermé area. The three podium cars will be under parc fermé conditions and be returned to the support race paddock by pit exit.

Any cars in the F1 pit lane at the time of the chequered flag must be driven onto the circuit to leave the track on the right at the exit of Turn 1 and enter the endurance pit lane immediately to follow the above defined procedures.

Pit Lane Procedures Times

Local marshals will be in control of trolley and race car movements so please follow their instructions. The timings below are approximate and for guidance only:

Friday – Practice (09:55 – 10:40)

Trolleys ready to depart	09:10
Trolley released to F1 pits	approx. 09:40
Race cars released to F1 pits	approx. 09:45

Friday – Qualifying (15:00 – 15:30)

Trolleys ready to depart	14:15
Trolley released to F1 pits	approx. 14:45
Race cars released to F1 pits	approx. 14:50

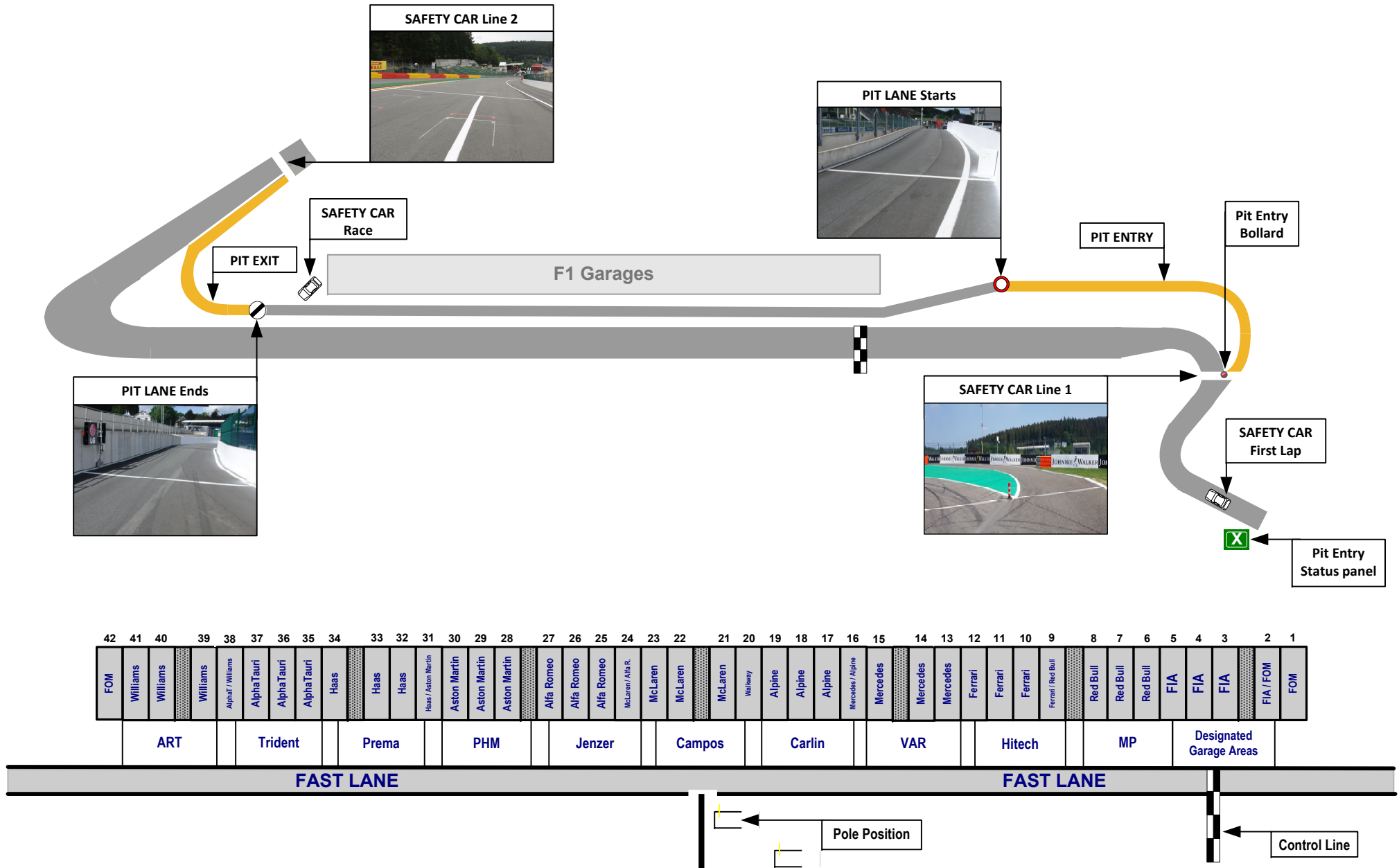
Saturday – Race 1 (pit lane open 09:45)

Trolleys ready to depart	09:00
Trolley released to F1 pits	approx. 09:30
Race cars released to F1 pits	approx. 09:35

Sunday – Race 2 (pit lane open 08:15)

Trolleys ready to depart	07:30
Trolley released to F1 pits	approx. 08:00
Race cars released to F1 pits	approx. 08:05

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The FIA Formula 3 Race Director



SPA-FRANCORCHAMPS EVENT

27TH – 30TH JULY 2023

TYRE SCHEDULE

(ART. 24.6. 2023 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated at the Pirelli service area
- No wet tyres will be allowed in the tyre parc fermé
- Wet tyres remain in possession of teams
- All tyres in the possession of teams must be visible to the Scrutineers at all times during the event
- The tyre pressure and temperature master gauge is available at the FIA F2 weigh platform area

Thursday 27th July

13:30 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

17:00 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 28th July

07:55 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All dry NEW and all USED tyres must be deposited in the FIA Formula 3 tyre parc fermé

Saturday 29th July

07:45 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All dry NEW and all USED tyres must be deposited in the FIA Formula 3 tyre parc fermé

Sunday 30th July

06:15 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All tyres must be returned to the Pirelli service area

Grand Prix of Belgium 28-30/07/23 (23F3R09SPA)

Compound	FL	FR	RL	RR
Medium	SB2	SB2	SB3	SB3
Wet	SB6	SB7	SB8	SB9

Carryover
Not Applicable

Minimum Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	14.0	14.0
Wet	14.0	13.0



FP & Q	FE Camber Limit -4.75°		RE Camber Limit -3°	FP & Q
Race	-4.25°		-3°	Race

	Avg wear @15 Laps	Avg wear @15 Laps
Medium	34 %	33 %

GENERAL NOTES

Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- Minimum tyre pressure
- Static Camber
- Tyre allocation and Tyre swapping

Tyre Notes

- | | |
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| <ul style="list-style-type: none"> • Not permitted to switch tyres from their allocated position. • Do not subject tyres to large deformation or impact. • Revised prescriptions could be issued at any time during the weekend in accordance with the FIA F3 Sporting Regulations. • Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area. | <ul style="list-style-type: none"> • Teams are kindly asked present Wet rims to the Pirelli Service Area by 13:00 for initial fitting on 26/07. • Teams are kindly asked present Slick rims to the Pirelli Service Area by 07:30 for initial fitting on 27/07. • Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned. • Teams are advised, unused wet and one set of medium tyres from the Spa race will be retained for R10 Monza race. • Teams are reminded, a balancer will be made available to check rims for damage until the last tyre is stripped on the final day. Please make use of this to check rims before the next event. |
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