



2023 SPA FRANCORCHAMPS EVENT

27 to 30 July 2023

From	The FIA Formula 2 Race Director	Document	12
To	All Teams, All Officials	Date	28 July 2023
		Time	13:34

Title Event Notes V3
Description Event Notes V3
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The FIA Formula 2 Race Director

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Event Notes V3

[\(Changes in light blue. All other pages from previews versions which are not included here remain in full force and effect.\)](#)

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.
- 1.7. Pit Stop Position.

2. Pirelli Event Preview.

- 2.1. With reference to Article 12.9 of the Technical Regulations see the attached document provided by the official tyre supplier.

3. Transfer Procedure from support paddock to F1 pit lane.

- 3.1. During the practice sessions, for the transfer procedures from the endurance pit lane to the F1 pit lane, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations can be used.
- 3.2. **For both races, cars will be allowed to travel from the endurance pit lane to the F1 pit lane on marked tyres.**
- 3.3. A detailed description and further information of this procedure (pit Lane order and timing) are described in the attached document – F2 Event Procedures.

4. Track light panels.

- 4.1. 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.

5. Drivers leaving their pit stop position in the pit lane.

- 5.1. 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.
- 5.2. It is not permitted to do burn outs or clutch bite points checks in the paddock, support paddock, garage areas and in the pit lane at any time during the Event.
- 5.3. 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.
- 5.4. 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.
- 5.5. No wheel nuts must be left on the ground at all times.

6. Fuel pressure release in parc fermé.

- 6.1. For safety reasons, teams are authorised to appoint one person specifically in order to release the pressure

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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.

- 6.2. When the cars are in the parc fermé, this person must request prior authorisation from the FIA Technical Delegate on site and is only authorized to perform the action specified above.
- 6.3. This person will not count as far as Article 21.5 of the 2023 FIA F2 Sporting Regulations is concerned (team personnel limitation).

7. Observing yellow flags during free practice and qualifying.

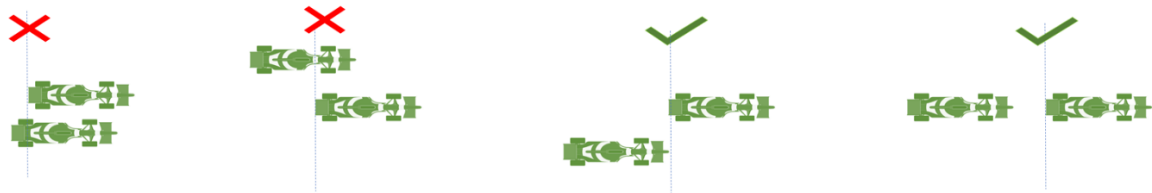
- 7.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 7.2. 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 he has not attempted to set a meaningful lap time, for practical purposes this means any driver in a double yellow sector, will have that lap time deleted.

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.
- 8.2. 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.
- 8.3. 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.(...)



- 9.2. The safety car may be instructed to use another track versions (for example the T9 motorbike version as in the picture below).

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10. Teams Guests

- 10.1. 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

11. Changes to the circuit.

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

12. Pit Lane

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

13. Pit lane Barriers.

- 13.1. F1 Teams have been instructed to ensure their barriers are no more than 3 meters from the garages.

14. DRS

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:

- 14.1. DRS Activation 1: Panels 5, 6, 7
- 14.2. DRS Activation 2: Panels ~~19~~ 21, 1, 2

15. Practice starts.

- 15.1. Practice starts may only be carried out on the RHS 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 referred to in Article 16 below.
- 15.2. For the avoidance of doubt, this includes any time the pit exit is open for the race. Drivers must leave adequate room on their left for another driver to pass.

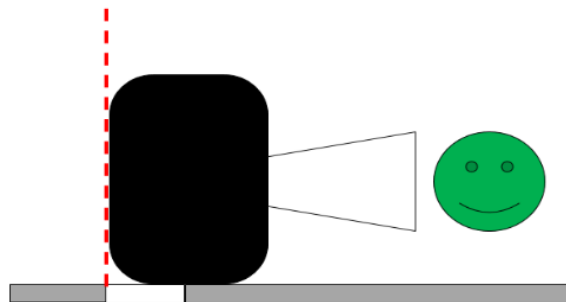
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- 15.3. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason.



16. Lines 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 Safety Car line 1.



17. Reconnaissance Laps

- 17.1. Cars will go on a transfer lap from the Endurance Pit Lane to the F1 Pit Lane. During the 5 minutes the pit lane is open cars will do a lap going straight to the grid, it is not permitted to do more than 1 reconnaissance lap.

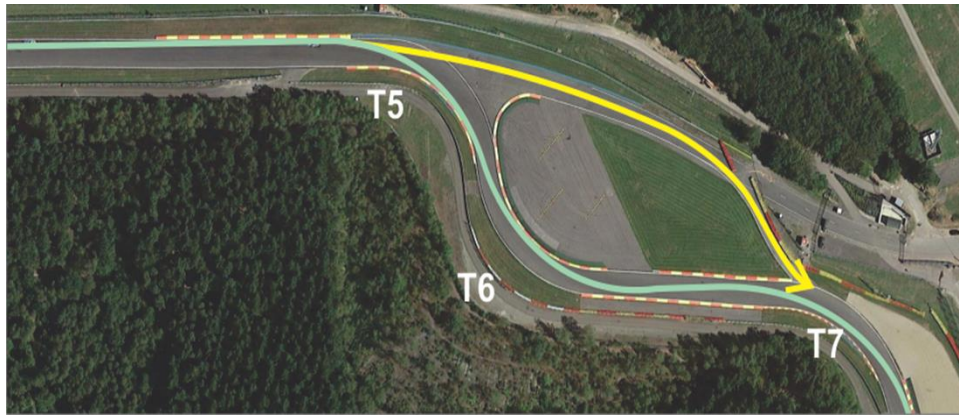
18. Track Limits.

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

19. Escape road at turn 5

- 19.1. 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.

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20. Fire extinguishers around the circuit.

20.1. Indicated by white boards with a red fire extinguisher image attached to the debris fences and barriers.

21. Places to remove cars from the track.

21.1. Indicated fluorescent orange panels/paintings on the barriers. ideally drivers should try to stop on the right-hand side of the track.

22. Removing cars from the grid.

22.1. Through the gates in the pit wall adjacent to grid position 1.

23. Car number light panels for the start

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

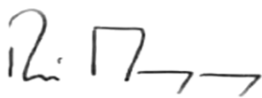
24. Suspending a Race.

24.1. In case of a race suspension, cars will be stopped in the fast lane of the pit.

25. Wet tyres

25.1. No more than two sets of wet tyres may be fitted at any time.

25.2. Stripping one set of wet tyres to get the “third” set of wet tyres mounted cannot be done before the end of qualifying.



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FIA Formula 2 Championship