



## 2020 BARCELONA EVENT

13 to 16 August 2020

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	12
<b>To</b>	All Teams, All Officials	<b>Date</b>	14 August 2020
		<b>Time</b>	16:18

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**Title** F2 Event Notes v3

**Description** Changes to paddock return procedures

**Enclosed** F2 Event Notes Barcelona v3.pdf

**Silvia Bellot**

**The FIA Formula 2 Race Director**



# BARCELONA EVENT

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	12
<b>To</b>	FIA Formula 2 Teams and Officials / The Stewards	<b>Date</b>	14 August 2020
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## VERSION 3 EVENT NOTES

### General Instructions

#### 1) Matters arising from Silverstone Event

#### 2) Pit lane map

- 2.1 Safety Car lines.
- 2.2 The location of the pit entry and the pit exit.
- 2.3 Designated garage areas.
- 2.4 Safety Car position for first lap and rest of race.
- 2.5 Blue flag marshal at the pit exit.
- 2.6 Track light panels displaying pit entry status.

#### 3) Pirelli Event Preview

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

#### 4) Drivers' Meeting

- 4.1 In order to avoid any possible miscommunication during the Drivers' Meeting, teams are not allowed to start the engines on Thursday between 17:00 and 18:00 hours.

#### 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) Track light panel displaying pit entry status

- 6.1 The light panel indicated on the pit lane map will display a flashing yellow arrow if cars are required to use the pit lane once the Safety Car has been deployed during the race.
- 6.2 The light panel indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.



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### 7) Drivers leaving their pit stop position in the pit lane

- 7.1 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.
- 7.2 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.

### 8) Observing yellow flags during free practice and qualifying

- 8.1 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 the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).
- 8.2 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.

Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

### 9) Lapping during the race

- 9.1 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.



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## Event Specific Instructions

### **10) Changes to the circuit**

- 10.1 A new asphalt road has been installed in the run-off area of Turn 1 for the FIM long lap penalty.
- 10.2 The Turn 8 exit kerb has been extended by 9.6m and the gravel run off area has also increased in this area.
- 10.3 The Turn 12 gravel run-off area has been extended and additional TecPro barrier has been added in the straight-ahead part of the corner.
- 10.4 At the exit of Turn 15 the metallic kerb has been extended until the start of the white line at pit lane entry.

### **11) Formula 1**

- 11.1 F1 Teams have been asked to keep their barriers no more than two meters from the garages during all support race practice sessions and races.
- 11.2 F2 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

### **12) Practice starts**

- 12.1 Practice starts may only be carried out at the pit exit on the right-hand side and, for the avoidance of doubt, this includes any time the pit exit is open for the race.
- 12.2 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).

### **13) Lines or bollards at the Pit Entry and Pit Exit**

- 13.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the right of the solid white line at the pit exit when leaving the pits. No part of any car leaving the pits may cross this line.
- 13.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.
- 13.3 Except in the cases of force majeure (accepted as such by the Stewards), the crossing by any part of the car, in any direction, of the red and white painted area between the pit entry and the track, by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.
- 13.4 The dotted white line across the pit exit is the track edge



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### 14) Track Limits

#### 14.1 Turn 1 and 2 Run Off Area

- a) Each time any car fails to negotiate Turn 2 by using the track, and who passes either over one of the speed bumps across the run-off area or between them, must then re-join the track by driving to the left of the two bollards located before the entry to Turn 3.
- b) A lap time achieved during any practice session or the race by leaving the track and failing to negotiate Turn 2 by using the track, will result in that lap time being invalidated by the stewards.

#### 14.2 General - Turn 1 and 2 Run Off Area

- a) Each time any car fails to negotiate Turn 2 by using the track, teams will be informed via the official messaging system.
- b) On the second occasion of a driver failing to negotiate Turn 2 by using the track during the race, he will be shown a black and white flag, any further cutting will then be reported to the stewards.
- c) In all cases detailed above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.
- d) The above requirements will not automatically apply to any driver who is judged to have been forced off the track, each such case will be judged individually.

### 15) Fire extinguishers around the circuit

15.1 Indicated by small white boards with a red letter 'F'.

### 16) Places to remove cars from the track

16.1 Indicated by fluorescent orange panels on the barriers.

16.2 Should a car stop on the track during a session, the driver must keep all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

### 17) Removing cars from the grid

17.1 Two gates in the pit wall, the first is adjacent to grid position 2 and the second adjacent to grid position 17.

### 18) Car number light panels for the start

18.1 On the right-hand side of the grid.

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### 19) Formation lap

19.1 Throughout the formation lap drivers need to keep the formation as tight as possible to avoid any delays when arriving on the grid.

### 20) End of practice procedure

20.1 After taking the chequered flag all cars should continue to the pit lane then turn right just before the race control building and drive slowly on the service road to the paddock.

20.2 The first car must stop on the drivers right at the paddock entry all other cars must form a line behind the first car, Engines must stop, the teams will then push the cars into the paddock.

20.3 Any cars stationary in the pit lane at the end of the session must be pushed via the pit entry gate back to the paddock.

### 21) End of qualifying procedure

21.1 After taking the chequered flag all cars should continue to the pit lane and turn right just before the race control building into Parc Fermé.

21.2 Any cars stationary in the pit lane at the end of the session must be pushed via the pit entry to the Parc Fermé.

### 22) Post-race parc fermé

22.1 After taking the chequered flag drivers should slow down, continue to the pit lane and go directly to Parc Fermé. The first three must follow the post-race procedure which will be distributed prior to the start of the race.

22.2 Any cars stationary in the pit lane at the end of the session must be pushed via the pit entry to the parc fermé.

### 23) Any other business



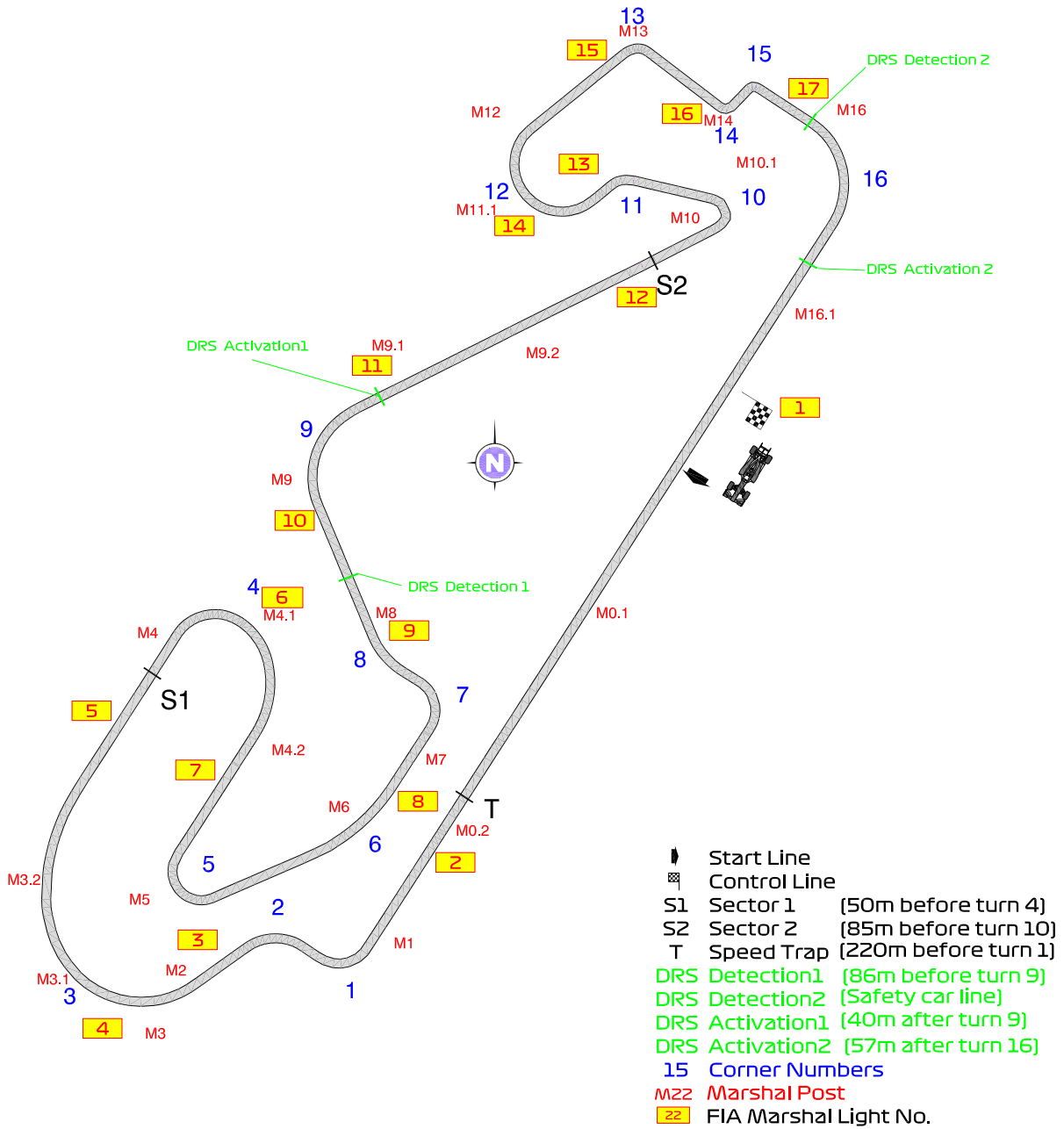
**Silvia Bellot**  
FIA F2 Race Director



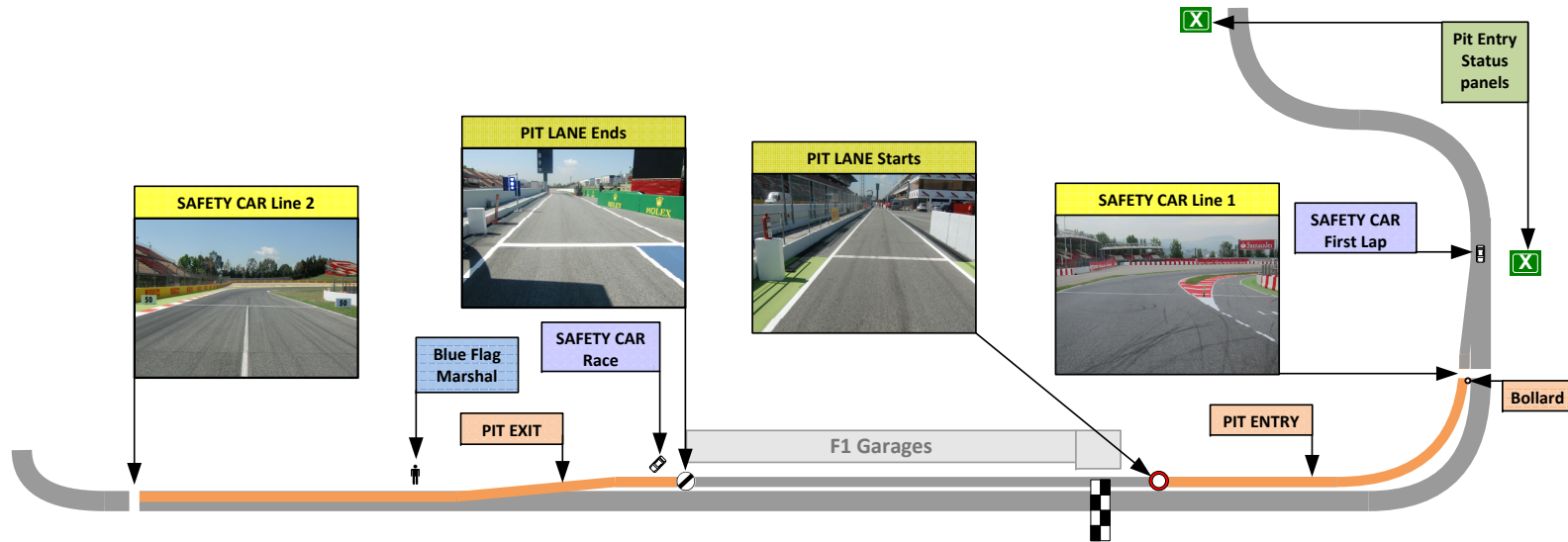
FIA Formula 1  
World Championship™

## FORMULA 1 ARAMCO GRAN PREMIO DE ESPAÑA 2020 - Barcelona

### Circuit Map

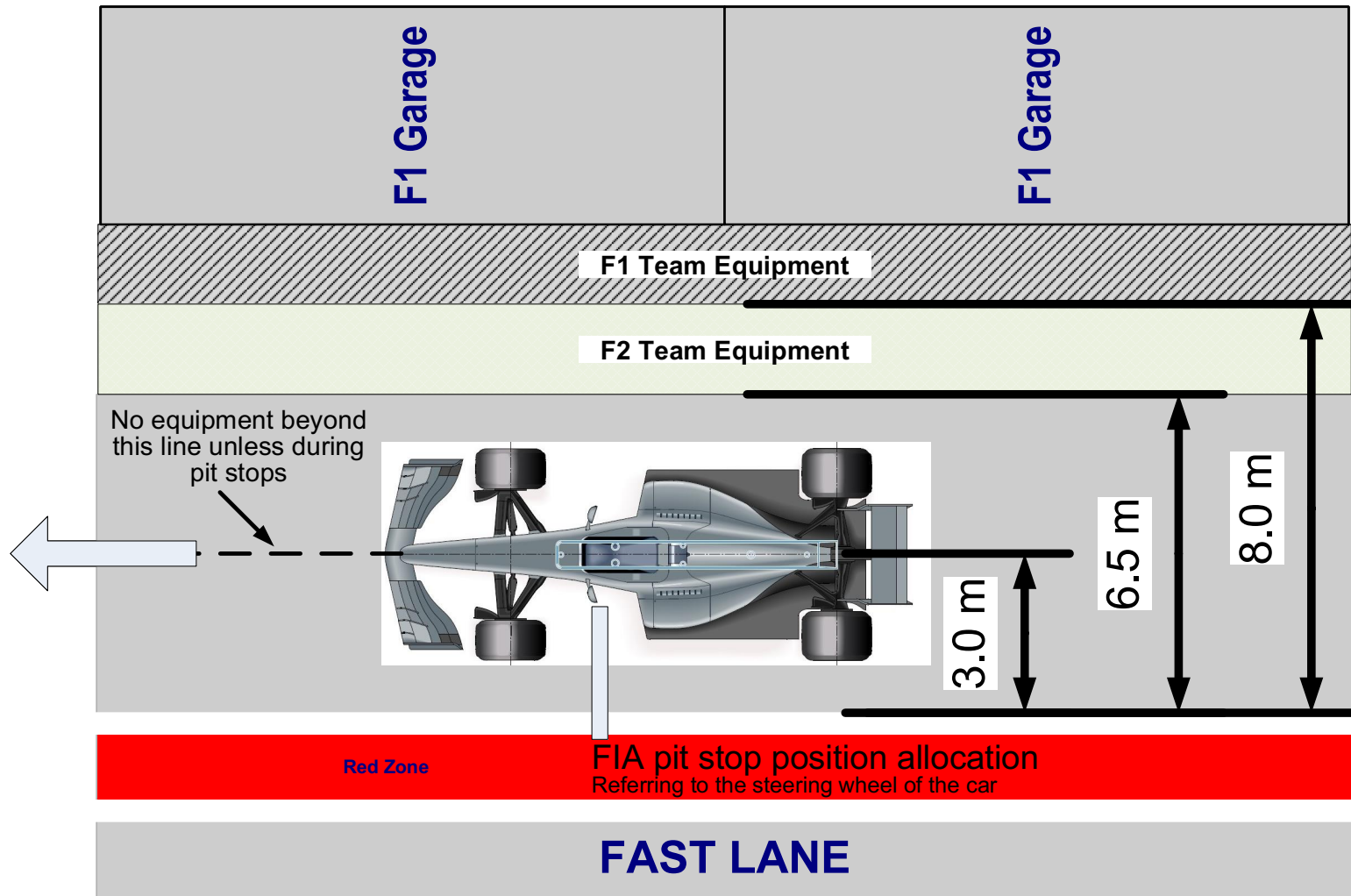


Circuit Centreline Length = 4.655 km



48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0							
Formula 1	Williams	Williams	Williams	Williams	Haas	Haas	Haas	Haas	Alfa Romeo	Alfa Romeo	Alfa Romeo	Alfa Romeo	Racing Point	Racing Point	Racing Point	Racing Point	AlphaTauri	AlphaTauri	AlphaTauri	AlphaTauri	Renault	Renault	Renault	Renault	Walkway	McLaren	McLaren	McLaren	McLaren	Red Bull	Red Bull	Red Bull	Red Bull	Ferrari	Ferrari	Ferrari	Ferrari	Ferrari	Ferrari	Mercedes	Mercedes	Mercedes	Mercedes	Mercedes	FIA	FIA	FIA	FIA	Formula 1						
Trident				Hitech				ART				Prema				HWA				Virtuosi				MP				DAMS				Carlin				Charouz				Campos				Designated Garage Areas											
FAST LANE																												FAST LANE																											
																												Team Personnel (Race Start ONLY)																											
																												Pole Position																											







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### VERSION 4 Paddock Departure and Return – Trolley and Race Cars

Both team trolleys and race cars (pushed) will reach the pit lane by turning left from the F2 paddock onto the main road leading round to the pit entrance beside the Race Control Tower.

Please leave the paddock in F1 pit lane order:

- |                      |                           |
|----------------------|---------------------------|
| 1) Trident           | 7) MP Motorsport          |
| 2) Hitech Grand Prix | 8) DAMS                   |
| 3) ART Grand Prix    | 9) Carlin                 |
| 4) PREMA Racing      | 10) Charouz Racing System |
| 5) BWT HWA           | 11) Campos Racing         |
| 6) UNI Virtuosi      |                           |

Trolleys must keep to the right side, to avoid blocking the main road which must be kept clear for emergency vehicles, shuttles, etc.

Immediately following the trolleys, cars may be pushed out in the same direction. **Please co-operate with each other and keep the pit lane order so that cars to be pushed the furthest are not the last to enter the pit lane.**

Prior to opening of the pit access gate, trolleys and cars will be assembled in line in the F2 parc ferme area in front of the Helipad. The pit gate will be opened as soon as marshals receive instruction from Race Control. There may be a 10-minute wait for this, following the end of an F1 track session.

Trolleys will proceed into the pit lane first, with cars being held back until teams are installed in their garage positions.

At the end of **Practice**, after taking the chequered flag all cars will complete the lap, return to the pit lane and, without stopping, turn right through the gate near the pit entry and continue slowly back to the paddock.

The first car must stop on the drivers right at the paddock entry all other cars must form a line behind the first car, engines must stop. The teams will then push the cars into the paddock.

Any cars stationery in the pit lane at the end of the session must be pushed via the pit entry gate back to the paddock.

**For safety reasons**, at the end of all track sessions **trolleys will turn around into the fast lane, move to the pit entry, turn left and follow the roadway back to the paddock. Please co-operate with each other and keep the pit lane order. Team in front of garage one will be the first one to leave and the rest of the teams should follow.**

At the end of **Qualifying and Races**, parc ferme conditions in the specified FIA scrutineering area, will apply for all cars.

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Teams are asked to pack up and exit the pit lane as quickly as possible, to make way for the track session following.

**The use of scooters in the paddock, roadway and during the departure and return procedures to the pit lane is forbidden at all times during the Event**

Please refer to the Race Director's Event Notes for any additional procedure information.



All Event attendees must adopt and promote social distancing, consistent with the local guidance and regulation, in all indoor and outdoor spaces, and as far as practically possible within the constraints of safe working practice. A separation distance of 2 meters between individuals is suggested for the definition of social distance requirements.

For the avoidance of doubt this includes at all times during any movements to the pre-grid area and whilst transiting to and from Pit Lane before and after each session.

Team Members including Drivers must remain within their defined Groups during these times.

### Friday – Practice (12:55 – 13:40)

Trolleys ready to depart	12:20
Trolleys released to F1 pits	approx. 12:35
Race cars released to F1 pits	approx. 12:40

### Friday – Qualifying (17:00 – 17:30)

Trolleys ready to depart	16:25
Trolleys released to F1 pits	approx. 16:40
Race cars released to F1 pits	approx. 16:45

### Saturday – Race 1 (pit lane open 16:30)


Trolleys ready to depart	15:55
Trolleys released to F1 pits	approx. 16:10
Race cars released to F1 pits	approx. 16:15


### Sunday – Race 2 (pit lane open 10:55)


Trolleys ready to depart	10:25
Trolleys released to F1 pits	approx. 10:35
Race cars released to F1 pits	approx. 10:40

# PADDOCK DEPARTURE AND RETURN ROUTES



 Trolleys and cars departure route

 Cars return route

 First car stopping position

 Trolleys return route

**Grand Prix of Spain 14-16/08/20 (20F2R06BCN)**

Compound	FL	FR	RL	RR
Hard	27A	27A	29A	29A
Soft	27C	27C	29C	29C
Wet	16F	17F	18F	19F

**Minimum and Recommended Hot Pressure, Camber limits, Wear Life**

	Front (psi)	Rear (psi)
Slicks	14.0	12.0
Wet	14.0	12.0

**FE recommended hot pressure (psi)**

21.0

**RE recommended hot pressure (psi)**

20.0

**FE Camber Limit**

-4.25°

FP + Q

**RE Camber Limit**

-2°

FP + Q



RACE

-4°

-2°

RACE

**Hard**

Avg wear @15 Laps

N/A -%

Avg wear @15 Laps

N/A -%

**Soft**

N/A -%

N/A -%

**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**

- Not permitted to switch tyres from their allocated position.
- Not permitted to mix compounds in tyre sets.
- 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 F2 sporting regulations.

- Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area.
- Teams are kindly asked to return tyres for stripping as soon as possible after Free Practice/Race Two has finished.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.



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### TYRE SCHEDULE

(ART. 24.6. 2020 FORMULA 2 SERIES SPORTING REGULATIONS)

- The Formula 2 tyre parc fermé is situated adjacent to 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 weigh platform area

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#### Thursday 13<sup>th</sup> August

**14:00** All teams tyres will be released from the FIA Formula 2 tyre parc fermé

**18:00** All dry tyres must be deposited in the FIA Formula 2 tyre parc fermé

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#### Friday 14<sup>th</sup> August

**10:25** All teams tyres will be released from the FIA Formula 2 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 2 tyre parc fermé

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#### Saturday 15<sup>th</sup> August

**13:00** All teams tyres will be released from the FIA Formula 2 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 2 tyre parc fermé

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#### Sunday 16<sup>th</sup> August

**08:25** All teams tyres will be released from the FIA Formula 2 tyre parc fermé

**A.S.A.P after end of car Parc fermé race TWO**

All tyres must be returned to the Pirelli service area

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FIA Technical Delegate.

Robert Maas.

Issue: 1

12.08.2020