

2020 TURKISH GRAND PRIX

12 - 15 November 2020

From	The FIA Formula One Race Director	Document	20
To	All Teams, All Officials	Date	14 November 2020
		Time	09:48

Title Race Directors' Event Notes Version 3

Description Event Notes Version 3

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Michael Masi

The FIA Formula One Race Director

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EVENT NOTES VERSION 3 **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) Pirelli Event Preview (Updated Preview attached)

- 2.1 With reference to Article 24.4(a) of the Sporting Regulations see the attached document provided by the official tyre supplier.

3) Red zones for photographers in the pit lane during practice sessions

- 3.1 See the attached drawing.

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) Track light panel displaying pit entry status

- 5.1 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.
- 5.2 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.

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

- 6.1 For safety reasons, no car should be driven from its pit stop position at any time unless:
 - a) It has first been driven into the pit stop position having just entered the pit lane from the track, and;
 - b) It is then driven immediately back onto the track from the pit stop position.

7) Observing yellow flags during free practice and qualifying

7.1 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).

7.2 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.

8) In laps during qualifying and reconnaissance laps

8.1 In order to ensure that cars are not driven unnecessarily slowly on in laps during and after the end of qualifying or during reconnaissance laps when the pit exit is opened for the race, drivers must stay below the maximum time set by the FIA between the Safety Car lines shown on the pit lane map.

You will be informed of the maximum time after the first day of practice.

9) Parc Fermé Cameras

9.1 To assist with the revised FIA Event procedures, the Parc Fermé cameras must be uncovered and operational at all times during the Event.

10) Operational personnel curfew

10.1 Boards warning anyone attempting to enter the paddock that the curfew is in operation will be placed immediately before the turnstiles at the appropriate times.

10.2 At this Event, Personnel will be permitted to enter the Paddock 30 minutes prior to the curfew to assist social distancing. No work is permitted to be undertaken until the curfew has ended.

11) Tyre Blanket Usage during Pit Stops in the Race

11.1 For reasons of safety, tyre blankets are not permitted in the Pit Lane at any time during the race.

12) Lapping during the race

12.1 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.

Event Specific Instructions

13) Formula 1 Sporting Regulations Article 21.6

13.1 In accordance with the provisions of Article 21.6a) i), this Event is a Closed Event.

14) Changes to the circuit

14.1 This is a new event.

15) Specific Technical Procedures for Closed Events

15.1 The provisions of Technical Directive Ref: TD/039-20 C and the "Pirelli HSE procedures" must be complied with at all times during the Event.

15.2 Any tyres that are removed from a car and could be re-used during a session should be presented for scanning before being rewrapped and reheated. If time constraints do not permit this then all tyres used during a session must be presented to the tyre checker at the front of the garage the end of any session. This applies to dry, wet and intermediate tyres.

15.3 Both TD/039-20 C and the "Pirelli HSE procedures" will be amended after the Event to reflect any additional operational requirements as required.

16) Weighing and weighing platform

16.1 The FIA weighing platform will be available for teams to use at the following times, however, no more than 8 team personnel may be present during any visit. Each visit should last no more than 10 minutes unless no other team is waiting in the pit lane:

- a) From 11:00 on Thursday until 10:00 on Friday.
- b) From 12:30 on Friday until 14:30 on Saturday (between 13:00 and 14:30 each visit will be restricted to five minutes).
- c) From when the cars are returned to the teams after qualifying until 19:30 on Saturday.
- d) From 08:00 until 09:00 and 11:00 until 12:30 on Sunday.

Any team found to be abusing the time limits set out above, which will be enforced by FIA security personnel and our own CCTV, will not be permitted to use the weighbridge again during the Event.

17) Practice starts

17.1 Practice starts may only be carried out on the track at the end of each free practice session, none may be carried out in the pit lane. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and carry out a practice start.

All drivers carrying out a practice must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.

If any driver appears to be disregarding any of the above a red flag will be displayed and the possibility to carry out any further starts will be immediately terminated.

17.2 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).

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

18.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the left 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.

- 18.2 For safety reasons drivers must keep to the left of the bollard at the pit entry when they are entering the pits.
- 18.3 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.

19) **DRS**

- 19.1 DRS Detection will be automatically disabled in each individual zone if any of the light panels in that particular zone are displaying yellow. The zone and corresponding light panels are as follows:
- a) Zone 1: Panels 15, 16, 17, 18
 - b) Zone 2: Panels 20, 1, 2

20) **Track Limits**

20.1 **Turn 1 - Exit**

- a) A lap time achieved during any practice session or the race by leaving the track on the exit of Turn 1, will result in that lap time being invalidated by the stewards.

20.2 **Turn 6 – Exit**

- a) A lap time achieved during any practice session or the race by leaving the track on the exit of Turn 6, will result in that lap time being invalidated by the stewards.

20.3 **Turn 14 - Exit**

- a) A lap time achieved during any practice session or the race by leaving the track on the exit of Turn 14, will result in that lap time and the immediately following lap time being invalidated by the stewards.

20.4 **General - Turn 1 Exit, Turn 6 Exit and Turn 14 Exit**

- a) A driver will be judged to have left the track if no part of the car remains in contact with the track.
- b) Each time any car fails to negotiate Turn 1 Exit or Turn 6 Exit or Turn 14 Exit by using the track, teams will be informed via the official messaging system.
- c) On the third occasion of a driver failing to negotiate Turn 1 Exit and/or Turn 6 Exit and/or Turn 14 Exit 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. For the avoidance of doubt this means a total of three occasions combined not three at each corner.
- d) 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.
- e) 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.

20.5 **Turn 9 - Run Off**

- a) A bump is installed across the Turn 9 run-off area. The orange bollard identifies the end of the bump. See *attached image 1 on page 6*.

21) **Fire extinguishers around the circuit**

- 21.1 Indicated by small white boards with a red fire extinguisher symbol on the debris fences.

22) **Places where drivers may leave the track**

- 22.1 Indicated by small white boards with a green running man on the debris fences.

23) **Places to remove cars from the track**

- 23.1 Indicated by fluorescent orange panels on the barriers.

23.2 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.

24) Sporting Regulations Article 36.4

24.1 In addition to the provisions of Article 36.4, and for reasons of safety, tyre blankets must be disconnected from any power supply at the five-minute signal and must not be reconnected during the start procedure, unless the delayed start signal is shown.

25) Access to the grid prior to the Start Procedure

25.1 To assist social distancing in accessing the grid prior to the commencement of the start procedure, Team personnel and equipment will be granted access to the grid from 1210hrs on Sunday 15th November.

26) Removing cars from the grid

26.1 Through the two gates in the pit wall, the first located adjacent to grid position 1 and the 2nd located adjacent to grid position 13.

27) Car number light panels for the start

27.1 On the left-hand side of the grid.

28) Sporting Regulation Article 42.3

28.1 For reasons of safety, Article 42.3 is amended as follows with the additions displayed with double underline:

42.3 When the five minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed if the car has been moved out of the fast lane or during a further race suspension.

A penalty under Article 38.3(d) will be imposed on any driver whose car did not have all its wheels fully fitted at the five minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

At the two minute point any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended, will be allowed to leave the pit lane and complete a further lap, without overtaking, enter the pit lane and then join the line of cars behind the safety car which left the pit lane when the race was resumed.

29) Post-race parc fermé

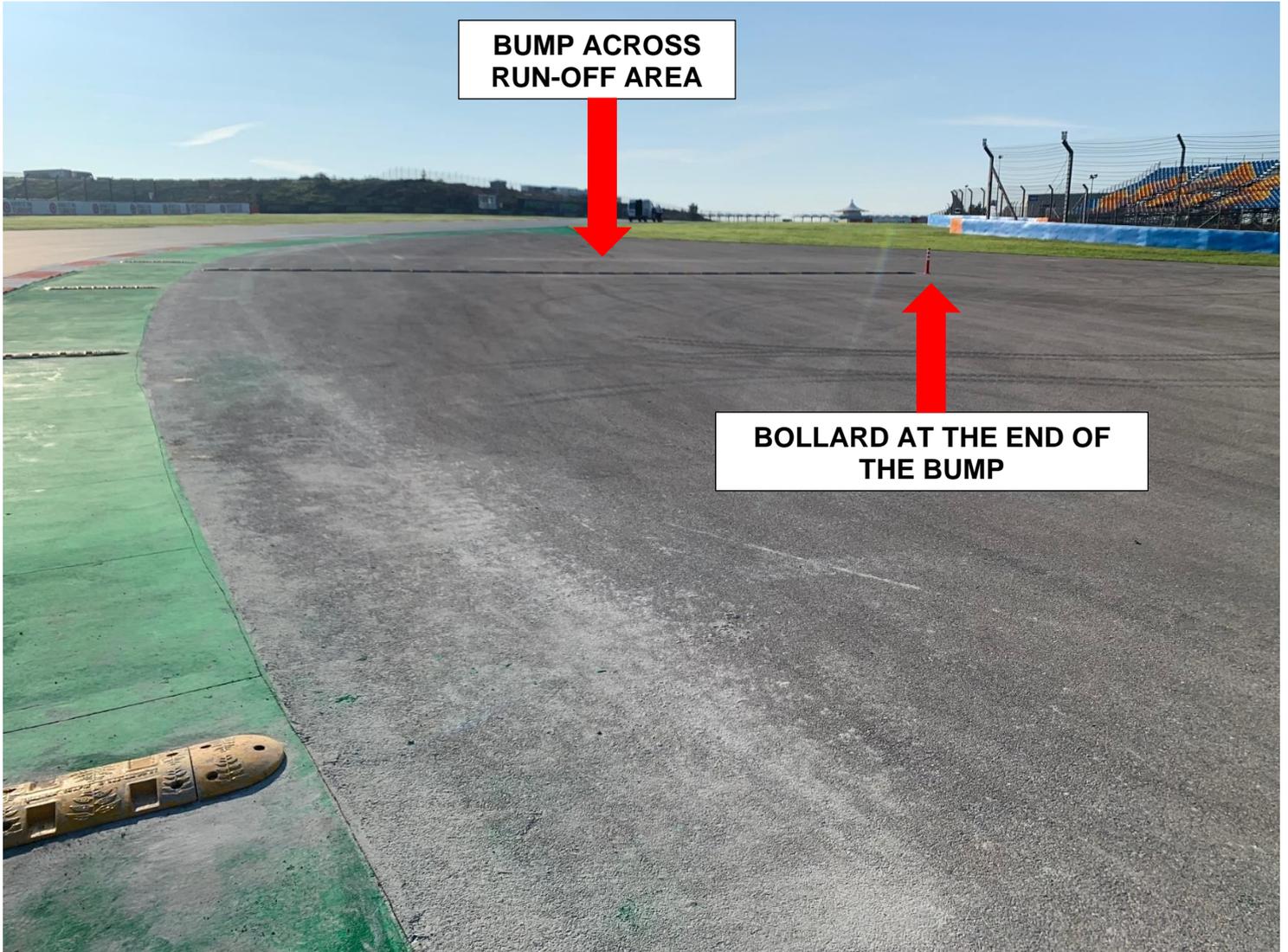
29.1 All cars must enter the pit lane and, with the exception of the first three, should be driven directly to the weighing area at the pit entry. The first three must follow the post-race procedure which will be distributed prior to the start of the race.

30) Any other business

Michael Masi

FIA Formula One Race Director

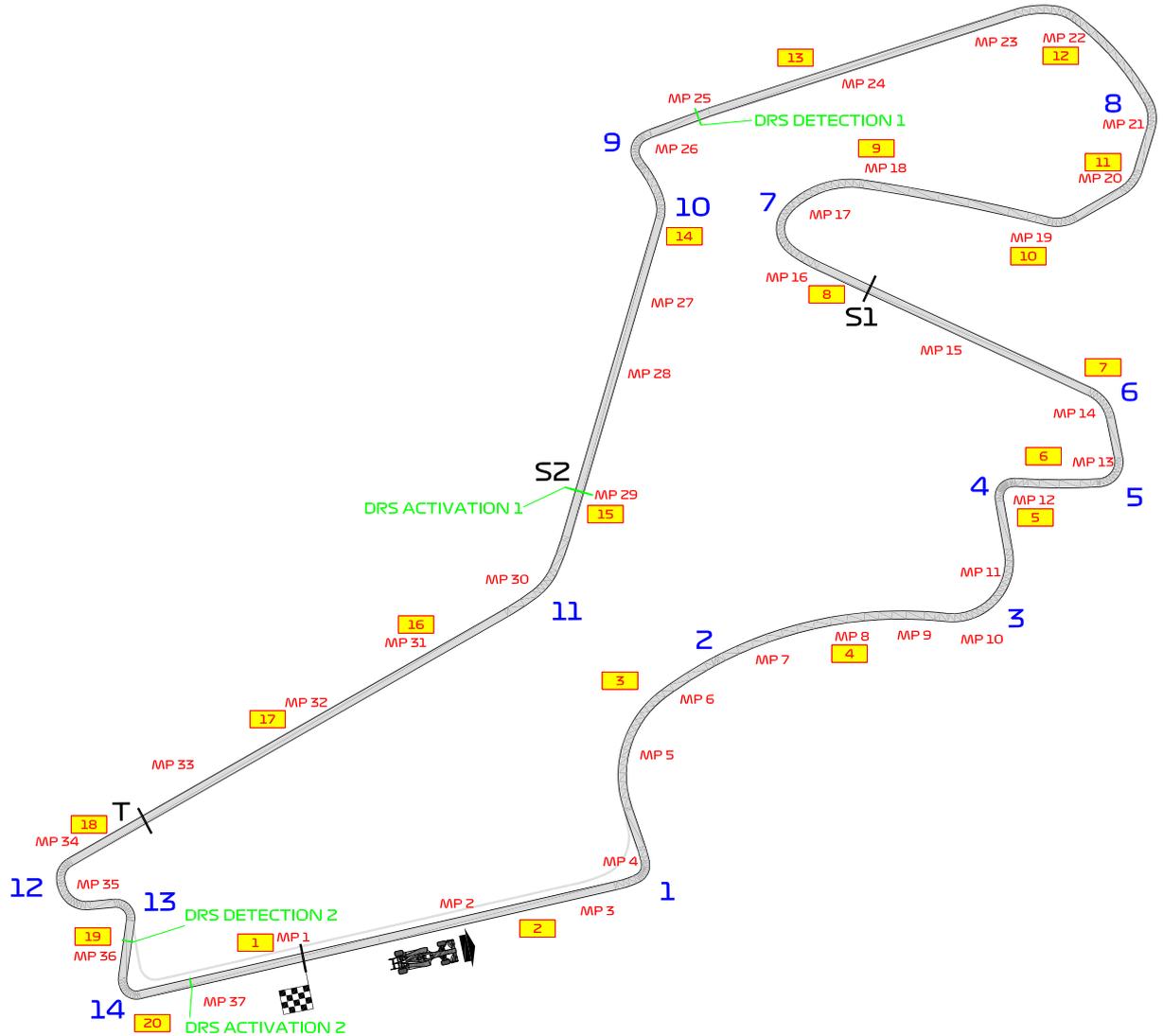
IMAGE 1 – TURN 9 RUN-OFF AREA





FORMULA 1 DHL TURKISH GRAND PRIX 2020 - Istanbul

Circuit Map

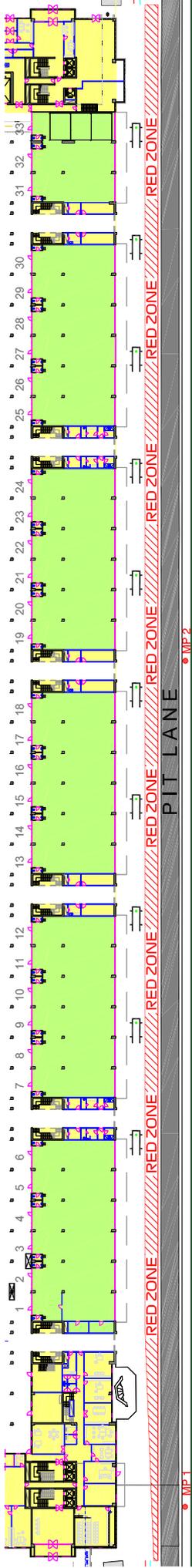


- Start Line
- Control Line
- S1 Sector 1 (108m before turn 7)
- S2 Sector 2 (82m before turn 11)
- T Speed Trap (111m before turn 12)
- DRS Detection 1 (82m before turn 9)
- DRS Activation 1 (82m before turn 11)
- DRS Detection 2 (33m after turn 13)
- DRS Activation 2 (69m after turn 14)
- 15 Corner Numbers
- m22 Marshal Post
- FIA Marshal Light Number & Location

Circuit Centreline Length = 5.338km



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FORMULA 1 DHL TURKISH GRAND PRIX 2020

Grand Prix of Turkey 13/11-15/11/2020 (20R14IST)

Compound	FL	FR	RL	RR
C1	1A1	1A2	1A3	1A4
C2	2B1	2B2	2B3	2B4
C3	3C1	3C2	3C3	3C4
INTERMEDIATE	33X	35X	37X	39X
WET	34Y	36Y	37Y	39Y

Mandatory race tyres
C1
C2
Q3 tyre
C3

MINIMUM STARTING PRESSURE, BLISTERING SENSITIVITY, CAMBER LIMIT

	Front (psi)	Rear (psi)
Slicks	24,0	21,0
Intermediate	22,0	21,0
Wet	21,0	20,0

FE EOS Camber Limit

-3,5°

RE EOS Camber limit

-2,00 °

FE Blistering sensitivity

Medium



RE Blistering sensitivity

Medium

TYRE HEATING STRATEGY (TREAD&SIDEWALL)

Temperature	0	40	60	80	100 (°C)
Slicks (front axle)	storage		max. 3h	max. 2h	(max. temp = 100°C)
Slicks (rear axle)	storage		max. 5h		(max. temp = 80°C)
Intermediate	storage	max. 2h	max. 30'		(max. temp = 80°C)
Wet	storage	max. 2h			(max. temp = 60°C)

(The time limits refer to the period leading up to the start of the session in which the tyres are intended for use).

(The temperatures referred to above apply at all times during the event).

GENERAL NOTES

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

- Starting pressure.
- Camber at maximum speed.
- Maximum blanket temperature.
- Tyre swapping.

Tyre Notes

- Not permitted to switch tyres from their originally allocated position.
- Do not subject tyres to large deformation or heavy impact.
- Do not leave fitted tyres exposed at an air temperature lower than 15°C and/or any UV emission.
- Revised prescriptions could be issued during the race weekend in accordance with TD/036-18.

- All temperature limits apply to the actual tyre surface temperature, measured with the IR gun detailed in the Appendix to the Technical and Sporting regulations.
- STORAGE temperature is the recommended temperature the tyre can stay in blankets without time limit.
- BLANKET HEATING TIME for each temperature range to be counted from the moment the blanket control unit is set to reach its targeted temperature within its correspondent interval.