



2020 SPIELBERG EVENT

2 to 5 July 2020

From	The FIA Formula 2 Race Director	Document	22
To	All Teams, All Officials	Date	04 July 2020
		Time	14:12

Title Event Notes v3

Description Additions: T1 & T3 track limits and adjustable bodywork

Enclosed F2 Austria Event Notes V3 040720 .pdf

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To	Formula 2 Teams and Officials / The Stewards	Date	4 July 2020
		Time	14:12

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

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

3) Track light panels

- 3.1 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.

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

- 4.1 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.
- 4.2 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.



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5) Observing yellow flags during free practice and qualifying

5.1 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).

5.2 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.

6) Lapping during the race

6.1 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

7) Changes to the circuit

- 7.1 An extension has been added to the concrete behind the Turn 8 apex kerb and to the exit kerb.
- 7.2 The additional yellow kerbs behind the exit kerbs at Turn 9 and Turn 10 have been removed and timing loops have been installed.

8) Formula 1

- 8.1 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.

9) Practice starts

- 9.1 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 start 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.

- 9.2 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).

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

- 10.1 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.
- 10.2 For safety reasons drivers must keep to the right of white line preceding the pit entry which starts approximately 50m before Turn 9. No part of any car entering the pits may cross this line.
- 10.3 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 white line immediately prior to the pit entry or 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.



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11) VSC Tests

- 11.1 In order to allow the drivers to test the VSC system, two tests will be organized during the free practice session.
- 11.2 The first test will take place at the beginning of the session. All cars must leave the pit lane immediately after the pit exit is open to take part on the VSC test.
- 11.3 A second VSC test will take place after all the cars have received the chequered flag and before the practice starts.

12) Cars stopping on the Track

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

13) Escape Road Turn 6

- 13.1 If a driver overshoots the corner at Turn 6 there is a small road along the front of the tyre barrier which leads back on to the track before Turn 7, please ensure that your drivers use this when necessary.

14) Track Limits

14.1 Turn 1 & Turn 3

- a) Any driver who fails to negotiate turn 1 or turn 3 by using the track, and who passes completely (four wheels) to the left of the yellow kerb element on the apex, must continue on the left hand side of the yellow kerb and re-join the track at the end of it.
- b) 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.
- 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.

14.2 Turn 9 – Exit

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red and white kerb on the exit of Turn 9, as judged by the detection loop in this location, will result in that lap time being invalidated by the stewards.
- b) On the third occasion of a driver cutting behind the red and white exit kerb at Turn 9 during the race, he will be shown a black and white flag, any further cutting will then be reported to the stewards.
- c) Each time any car passes behind the red and white exit kerb, teams will be informed via the official messaging system.



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- 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.

14.3 Turn 10 – Exit

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red and white kerb on the exit of Turn 10, as judged by the detection loop in this location, will result in that lap time and the immediately following lap time being invalidated by the stewards.
- b) On the third occasion of a driver cutting behind the red and white exit kerb at Turn 10 during the race, he will be shown a black and white flag, any further cutting will then be reported to the stewards.
- c) Each time any car passes behind the red and white exit kerb, teams will be informed via the official messaging system.
- 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.

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.

17) Removing cars from the grid

17.1 Two gates in the pit wall, the first is adjacent to the pole position and the second adjacent to grid position 12.

18) Car number light panels for the start

18.1 On the right-hand side of the grid.

19) Adjustable bodywork

For reasons of sporting equity, the adjustable bodywork will be enabled two laps after the race start, when the last cars reach DRS detection 1.

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20) Track light panel displaying pit entry status

- 20.1** The light panels 13 and 14 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.
- 20.2** The light panels 13 and 14 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

21) End of practice procedure

- 21.1** At the end of practice drivers may carry out a practice start as defined in Article 9.1 above, after making their practice start drivers should continue “Without Overtaking” to the exit of turn 8 and leave the track on the right to return to the paddock.

22) End of qualifying procedure

- 20.1** After taking the chequered flag should continue to the exit of turn 8, leave the track on the right and go directly to parc fermé.

23) Post-race parc fermé

- 23.1** After taking the chequered flag cars leave the track on the right at turn 8 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.
- 23.2** After taking the chequered flag at the end of qualifying and the races drivers should slow down progressively and for safety reasons drivers must not overtake after turn 6.

24) Any other business



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