



2021 SPA FRANCORCHAMPS EVENT

26 - 29 August 2021

From	The FIA Formula 3 Race Director	Document	3
To	All Teams, All Officials	Date	26 August 2021
		Time	13:55

Title Event Notes V1
Description Event Notes V1
Enclosed 2021 Spa Event Notes V1.pdf

Bob Kettleboro

The FIA Formula 3 Race Director

SPA FRANCORCHAMPS EVENT

26th - 29th August 2021

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To	FIA Formula 3 Teams and Officials / The Stewards	Date	26 August 2021
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EVENT NOTES. **General Instructions**

- 1) **Matters arising from the Budapest 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 17.30 hours.
- 5) **Transfer Procedure from support paddock to F1 pit lane.**
 - 5.1 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.
- 6) **Track light panels.**
 - 6.1 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.
- 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.

7.3 For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible. They must not drive side by side with another car.

7.4 For reasons of safety and sporting equity, drivers must not drive through another team's pit bay after being released from their pit stop position.

8) Head and Eye Protection during reconnaissance laps.

8.1 For safety reasons, all team personnel carrying out any work on a car during the time the pit lane is open for reconnaissance laps prior to the race start must comply with the head and eye protection defined in Article 28.10 of the 2021 F3 Sporting Regulations.

9) Fuel pressure release in parc fermé.

9.1 For safety reasons, teams are authorized to appoint one person specifically in order to release the pressure inside the fuel cell when cars return after each session.

9.2 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.

9.3 This person will not count as far as Article 21.5 of the 2021 FIA F3 Sporting Regulations (team personnel limitation) is concerned.

10) Observing yellow flags during free practice and qualifying.

10.1 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).

10.2 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.

11) Lapping during the race.

11.1 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

12) Changes to the circuit.

- 12.1 The right - hand side wall after Turn 1 that creates the endurance pit entry has been extended back towards Turn 1.
- 12.2 The apex kerb at Turn 2 has been removed and replaced with a double negative kerb.
- 12.3 The Turn 7 exit kerb has been reduced in width to a maximum of 2M from the edge of the track.
- 12.4 The Turn 14 exit kerb has been reduced in width to a maximum of 2M from the edge of the track.

13) Formula 1

- 13.1 F1 Teams have been asked to keep their barriers no more than three meters from the garages during all support race practice sessions and races.

14) Practice starts during practice and qualifying.

- 14.1 Practice starts during the practice and qualifying sessions may only be carried out on the right-hand of the pit exit road after Turn 1 and before the 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 15.1
- 14.2 It is not permitted to make practice starts at any time the pit exit is open for the races.
- 14.3 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 (a practice start is not considered a justifiable reason).

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

- 15.1 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.
- 15.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.
- 15.3 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

16) Track Limits

16.1 Turn 4

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the apex kerb of Turn 4, will result in that lap time being invalidated by the stewards.

16.2 Turn 9 - Exit

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the painted kerb on the exit of Turn 9, will result in that lap time being invalidated by the stewards.

16.3 Turn 19 – Exit

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the kerb on the exit of Turn 19, will result in that lap time and the immediately following lap time being invalidated by the stewards.

16.4 General - Turn 4 Turn 9 Exit and Turn 19 Exit

- a) Each time any car fails to negotiate Turn 4 and /or Turn 9 Exit and /or Turn 19 Exit by using the track as described above, teams will be informed via the official messaging system.
- b) On the third occasion of a driver cutting behind the kerb at Turn 4, Turn 9 - exit and Turn 19- exit 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.
- c) 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.
- 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.

17) Escape road at turn 5

17.1 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.

18) Fire extinguishers around the circuit

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

19) Places to remove cars from the track

19.1 Indicated by fluorescent orange panels on the barriers.

19.2 If a driver has a choice where to stop during a session, it is recommended they do so on the right hand side of the track as cars may then be recovered more easily and brought back to the pits.

20) Reconnaissance laps

20.1 During the 5 minutes the pit lane is open at the start of races, for reasons of safety and sporting equity it is not permitted to do more than 1 reconnaissance lap. Cars will leave the F1 pit lane and go on track directly to the grid.

21) Track light panel displaying pit entry status

21.1 Light panel 19 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.

21.2 Light panel 19 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

22) Removing cars from the grid

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

23) Car number light panels for the start

23.1 On the left-hand side of the grid.

24) VSC Test.

24.1 There will be a VSC Test when the cars are on track going to the F1 pit lane prior to the start of the practice session.

25) End of practice procedure

25.1 After taking the chequered flag drivers must progressively slow down, then leave the track on the right at the exit of Turn 1 and enter the support race pit lane to return to their garage area.

26) End of qualifying procedure

26.1 After taking the chequered flag drivers must progressively slow down, then leave the track on the right at the exit of Turn 1 and enter the support race pit lane to return to parc fermé outside their garage.

27) Post-race parc fermé and podium procedure.

27.1 After taking the chequered flag all cars must progressively slow down, the first 3 cars continue to the F1 pit lane for the podium presentation all other cars must leave the track at turn 1, enter the support pit lane and go directly to parc fermé outside their garages.

27.2 After the podium presentation the Teams of the first 3 cars will be responsible for returning their cars to parc fermé outside of their garages in the support pit lane.

28) General – End of session procedure.

28.1 Any cars in the pit lane at the end of sessions and races that can be driven, should go to pit exit after all cars on track have taken the chequered flag, when the pit exit light is green, cars may then proceed through the pit exit with caution and enter the support pit lane and stop at their garage area or parc fermé as required by the FIA Technical Delegate.

28.2 Any cars in the Pit Lane at the end of the sessions that are not able to be driven will be return to the support pit lane by breakdowns.

28.3 Teams and trolleys will be released from the pit exit at the end of all sessions to return to their garages in the support pit lane.

29) Any other business.



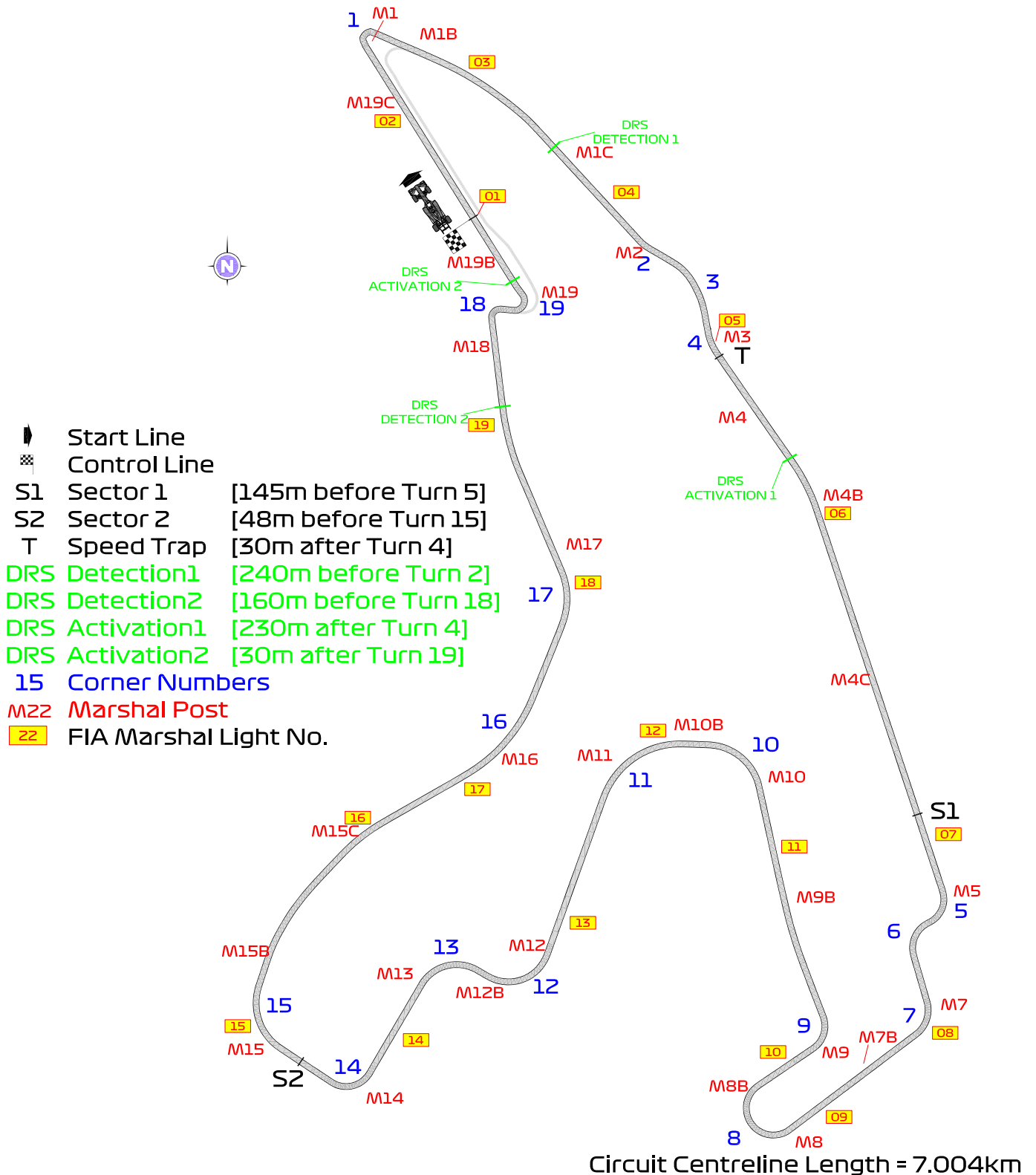
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FIA Formula 1
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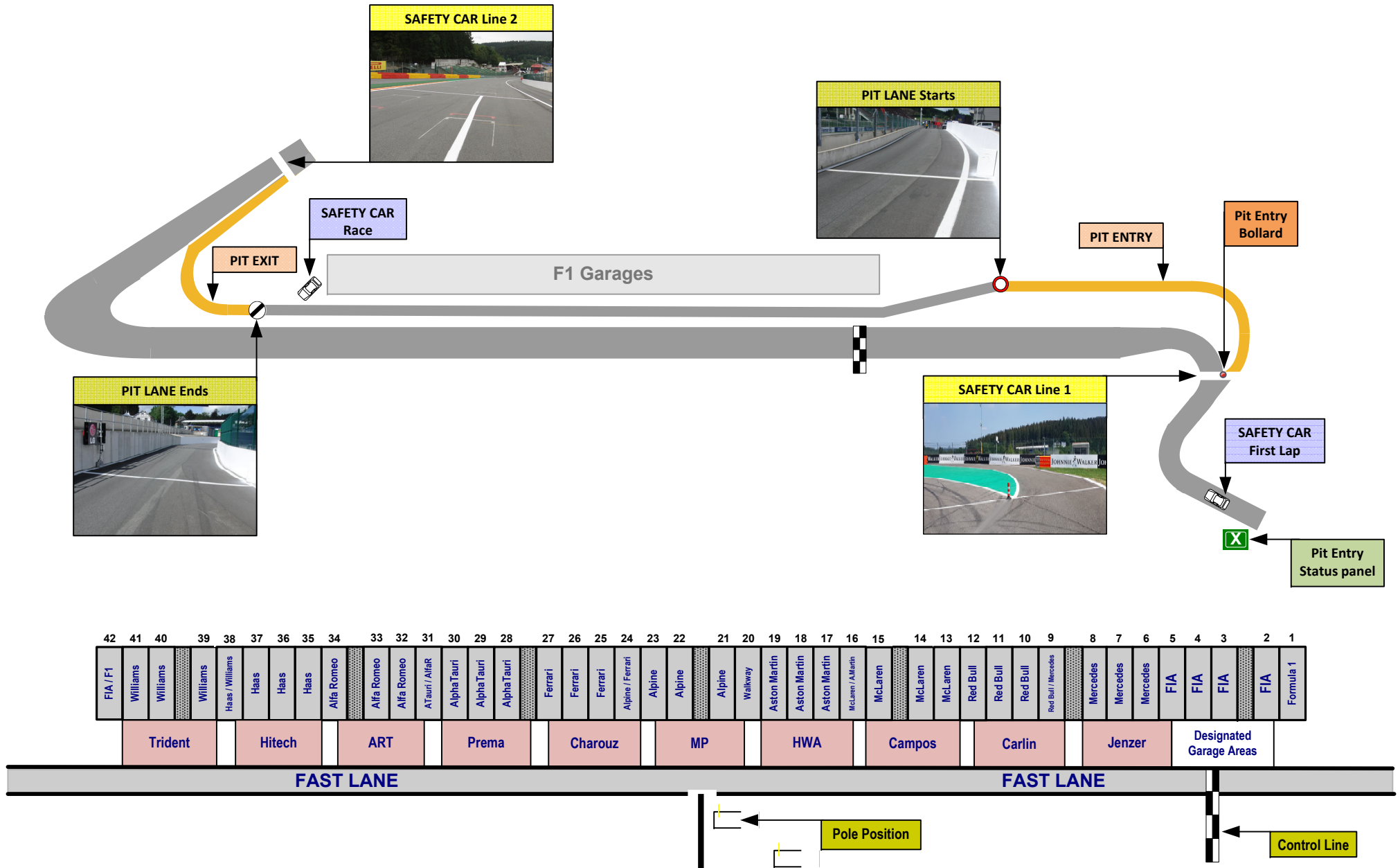
FORMULA 1 ROLEX BELGIUM GRAND PRIX 2021 - Spa-Francorchamps

Circuit Map



- Start Line
- Control Line
- S1 Sector 1 [145m before Turn 5]
- S2 Sector 2 [48m before Turn 15]
- T Speed Trap [30m after Turn 4]
- DRS Detection1 [240m before Turn 2]
- DRS Detection2 [160m before Turn 18]
- DRS Activation1 [230m after Turn 4]
- DRS Activation2 [30m after Turn 19]
- 15 Corner Numbers
- M22 Marshal Post
- FIA Marshal Light No.

Circuit Centreline Length = 7.004km




Grand Prix of Belgium 27-29/08/21 (21F3R05SPA)

Compound	FL	FR	RL	RR
Medium	PN4	PN4	PN5	PN5
Wet	PB7	PB8	PN0	PN1

Carryover
Medium

Minimum and Recommended Hot Pressure, Camber limits, Wear Life

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

	FE recommended hot pressure (psi)		RE recommended hot pressure (psi)	
	20.0		19.0	
	FE Camber Limit		RE Camber Limit	
FP / Q	-4.75°		-3°	FP / Q
RACE	-4.25°		-3°	RACE
	Avg wear @15 Laps		Avg wear @15 Laps	
	Medium 38.5%		44.5%	

GENERAL NOTES
Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event: <ul style="list-style-type: none"> - Minimum tyre pressure - Static Camber - Tyre allocation and Tyre swapping

Tyre Notes	
<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 to return tyres for processing as soon as possible (in accordance with timings set by the FIA Parc Ferme event document) after the completion of Race One and Race Three. • All mounted Wet tyres will be carried over to the next scheduled event. <ul style="list-style-type: none"> • Teams are informed that no Carryover set is permitted from this event. A new set of HARD tyres will be supplied in direct replacement for Carryover sets, for use in accordance with rule 24.1 (a) of the Sporting Regulations. • Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.



SPA - FRANCORCHAMPS EVENT

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Paddock Departure and Return – Trolley and Race Cars

Team trolleys will go up the slope of the support pit lane, after garage 1 continue straight and enter the F1 pit lane. Trolleys should be turned around on arrival, ready for departure via the same route at the end of all sessions.

Team personnel on foot should go up the slope behind the F3 garages and enter the F1 pit lane through the gate adjacent to the last garage.

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) Jenzer Motorsport | 6) Charouz Racing Systems |
| 2) Carlin Buzz Racing | 7) PREMA Racing |
| 3) Campos Racing | 8) ART Grand Prix |
| 4) HWA RACELAB | 9) Hitech Grand Prix |
| 5) MP Motorsport | 10) Trident |

Race Cars in the following Team Order will leave support pit lane under power and go on track to the F1 pit lane.

- | | |
|---------------------------|-----------------------|
| 1) Trident | 6) MP Motorsport |
| 2) Hitech Grand Prix | 7) HWA RACELAB |
| 3) ART Grand Prix | 8) Campos Racing |
| 4) PREMA Racing | 9) Carlin |
| 5) Charouz Racing Systems | 10) Jenzer Motorsport |

Note: Transport will not be provided for team personnel with starters, after starting their cars in the support pit lane, team personnel should go up the slope behind the F3 garages and enter the F1 pit lane through the gate adjacent to the last garage.

All timings below are approximate – please follow the instructions of the marshals.

Friday – Practice (10:05 – 10:50)

Trolleys ready to depart	09:35
Trolleys released to F1 pits	approx. 09:45
Race cars released to F1 pits	approx. 09:55

Friday – Qualifying (13:55 – 14:25)

Trolleys ready to depart	13:25
Trolleys released to F1 pits	approx. 13:35
Race cars released to F1 pits	approx. 13:45

Saturday – Race 1 (pit lane open 09:50)

Trolleys ready to depart	09:20
Trolleys released to F1 pits	09:30 approx.
Race cars released to F1 pits	09:40 approx

Saturday – Race 2 (pit lane open 17:40)

Trolleys ready to depart	17:10
Trolleys released to F1 pits	approx. 17:20
Race cars released to F1 pits	approx. 17:30

Sunday – Race 3 (pit lane open 10:25)

Trolleys ready to depart	09:55
Trolleys released to F1 pits	approx. 10:05
Race cars released to F1 pits	approx. 10:15

Please Note:

All end of session, end of race procedures and podium procedures are defined in the Race Directors Event Notes.



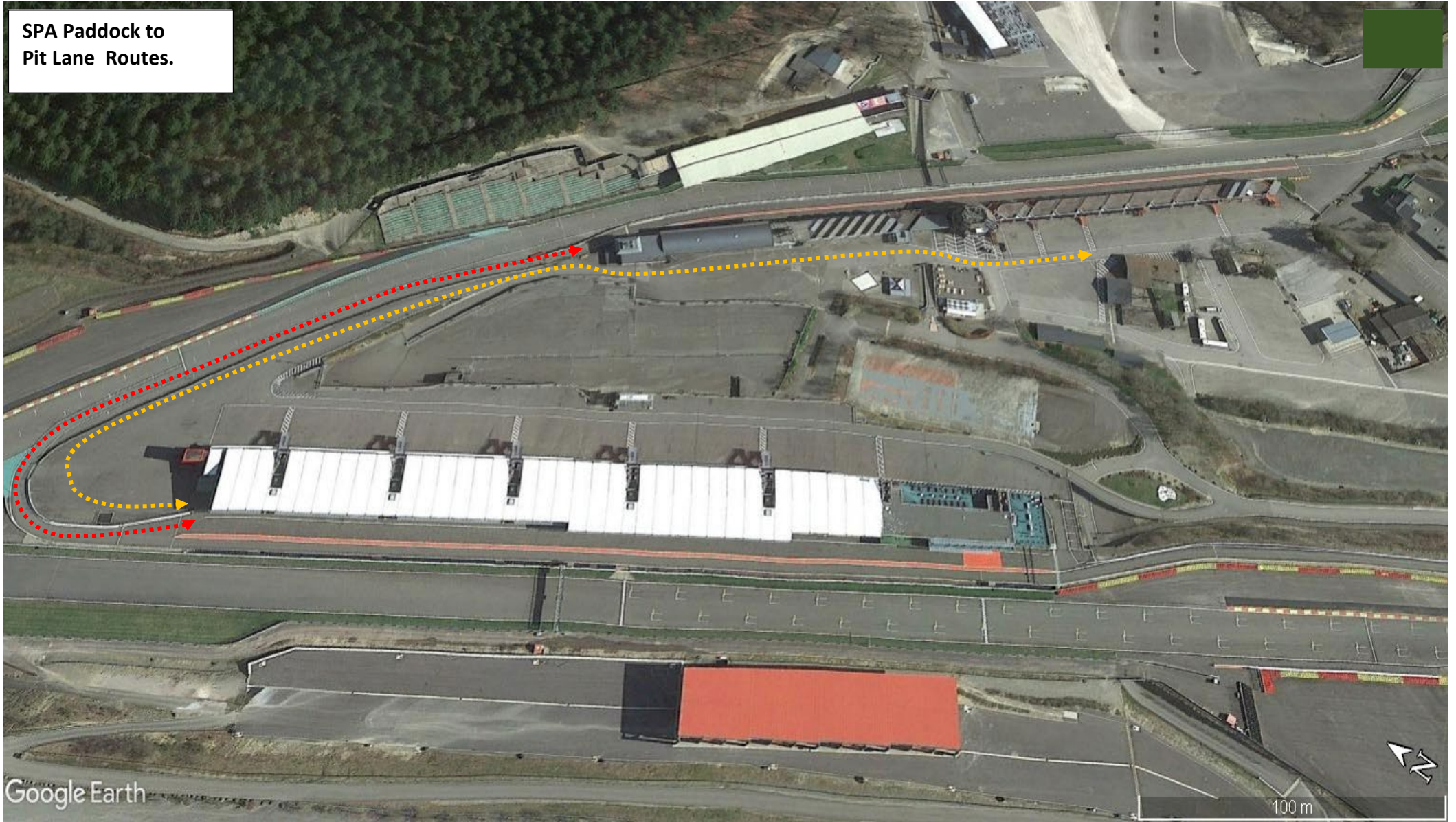
All Event attendees must adopt and promote social distancing, consistent with the local guidance and regulation, in all indoor and outdoor spaces, and as far as practically possible within the constraints of safe working practice. A separation distance of 2 meters between individuals is suggested for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

Bob Kettleboro
Race Director
FIA F3 Championship

SPA Paddock to
Pit Lane Routes.



Trolley Route To and From the F1 Pit Lane



Team Personnel Route To and From the F1 Pit Lane

