



## 2020 SPA-FRANCORCHAMPS EVENT

27 to 30 August 2020

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<b>From</b>	The FIA Formula 3 Race Director	<b>Document</b>	4
<b>To</b>	All Teams, All Officials	<b>Date</b>	27 August 2020
		<b>Time</b>	15:55

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**Title** F3 Event Notes v1  
**Description** F3 Event Notes v1  
**Enclosed** F3 Event Notes v1.pdf

**Silvia Bellot**

**The FIA Formula 3 Race Director**



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<b>To</b>	FIA Formula 3 Teams and Officials / The Stewards	<b>Date</b>	27 August 2020
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## EVENT NOTES

### General Instructions

1) Matters arising from Barcelona 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) 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) Track light panel displaying pit entry status

- 7.1 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.



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7.2 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.

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

8.1 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.

8.2 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.

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

9.1 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).

9.2 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.

### 10) Lapping during the race

10.1 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

### 11) Changes to the circuit

11.1 The length of the wall on the right-hand side at the exit of Turn 1 (Endurance Pit Entry) has been extended.

11.2 The 4 row tyre barrier at the exit of Turn 4 has been extended.

11.3 The artificial grass around the entire track has all been removed.

### 12) Formula 1

12.1 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.

### 13) Practice starts

12.1 Practice starts during practice sessions may only be carried out on the right after leaving the pit lane. These must be done prior to the SC2 line and with all four wheels between the white line on the right-hand edge of the pit exit and the wall.

12.2 It is not permitted to make practice starts at any time the pit exit is open for the races.

12.3 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).

### 14) Lines or bollards at the Pit Entry and Pit Exit

14.1 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.

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

14.3 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

### 15) Track Limits

#### 15.1 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.

#### 15.2 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.



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### 15.3 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.

### 15.4 General - Turn 4 Turn 9 Exit and Turn 19 Exit

- a) Each time any car passes behind the kerb, 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.

### 16) Escape road at turn 5

- 16.1 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.

### 17) Fire extinguishers around the circuit

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

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

- 18.1 Indicated by fluorescent orange panels on the barriers.
- 18.2 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.
- 18.3 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.

### 19) Reconnaissance laps

- 19.1 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 directly to the grid.

### 20) Removing cars from the grid

- 20.1 One gate in the pit wall located adjacent to grid position 1.

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**21) Car number light panels for the start**

21.1 On the right-hand side of the grid.

**22) End of practice procedure**

20.1 After taking the chequered flag drivers must slow down and enter the support race pit lane on the right at the exit of turn 1.

20.2 At the end of all practice sessions and races, when all cars on track have entered the support pit lane the F1 pit exit light will be turned green to allow any cars in the F1 pit lane that can be driven to return to the support pits.

**23) End of qualifying procedure**

21.1 After taking the chequered flag all car must leave the track at the exit of turn 1, enter the support race pit lane and go directly to parc fermé outside their garages.

**24) Post-race procedures**

24.1 After taking the chequered flag the first 3 cars continue to the F1 pit lane for the podium procedure, all other cars leave the track at the exit of turn 1 into the support pit lane and go directly to parc fermé outside their garages.

24.2 In order to assist pushing the first three cars to the parc fermé, each team must provide three mechanics with front and rear jacks after the podium.

**25) Fuel pressure release in parc fermé**

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

25.2 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.

25.3 This person will not count as far as Article 21.5 of the 2020 FIA F3 Sporting Regulations is concerned (team personnel limitation)

**26) Any other business**



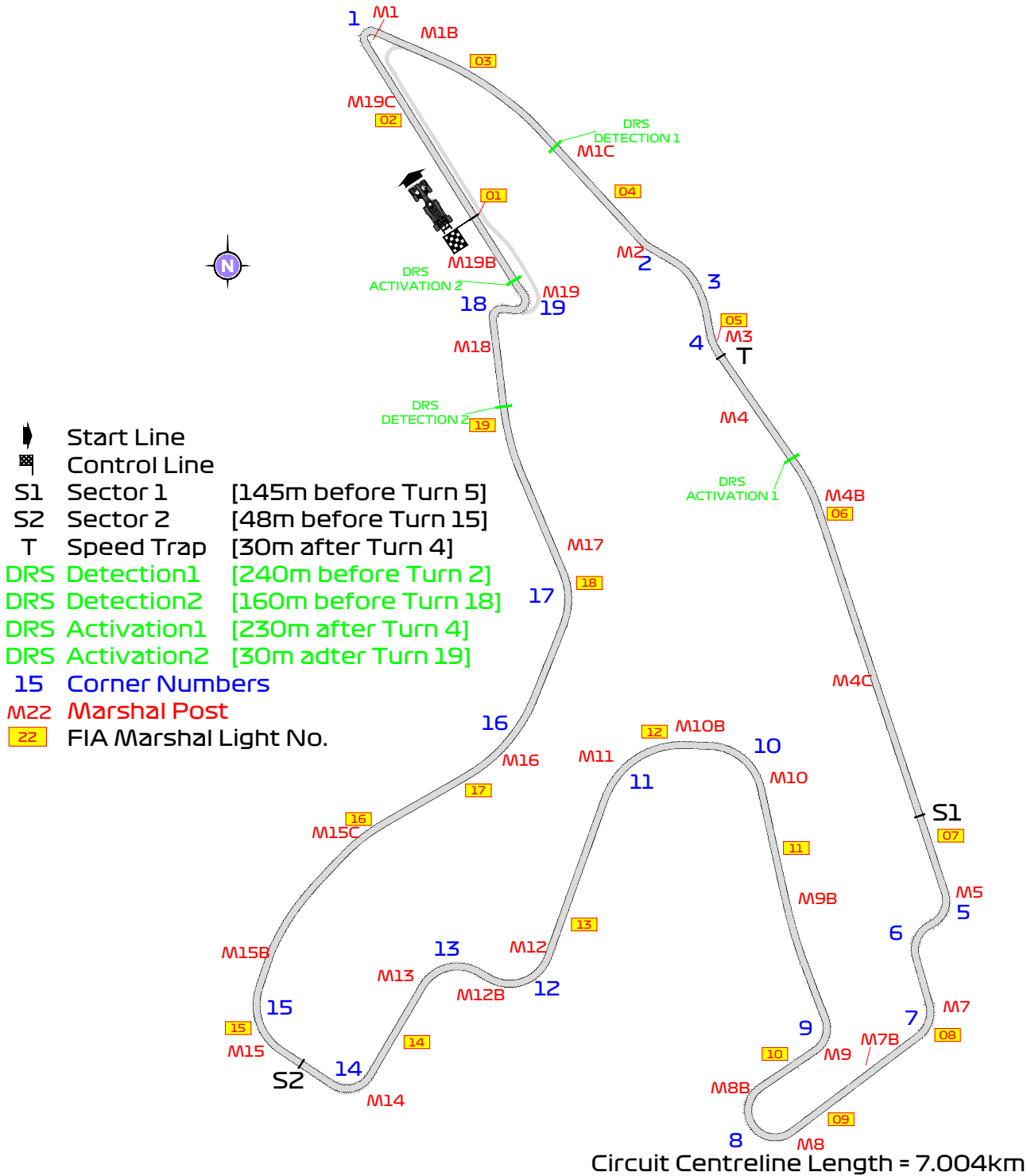
**Silvia Bellot**  
FIA F3 Race Director



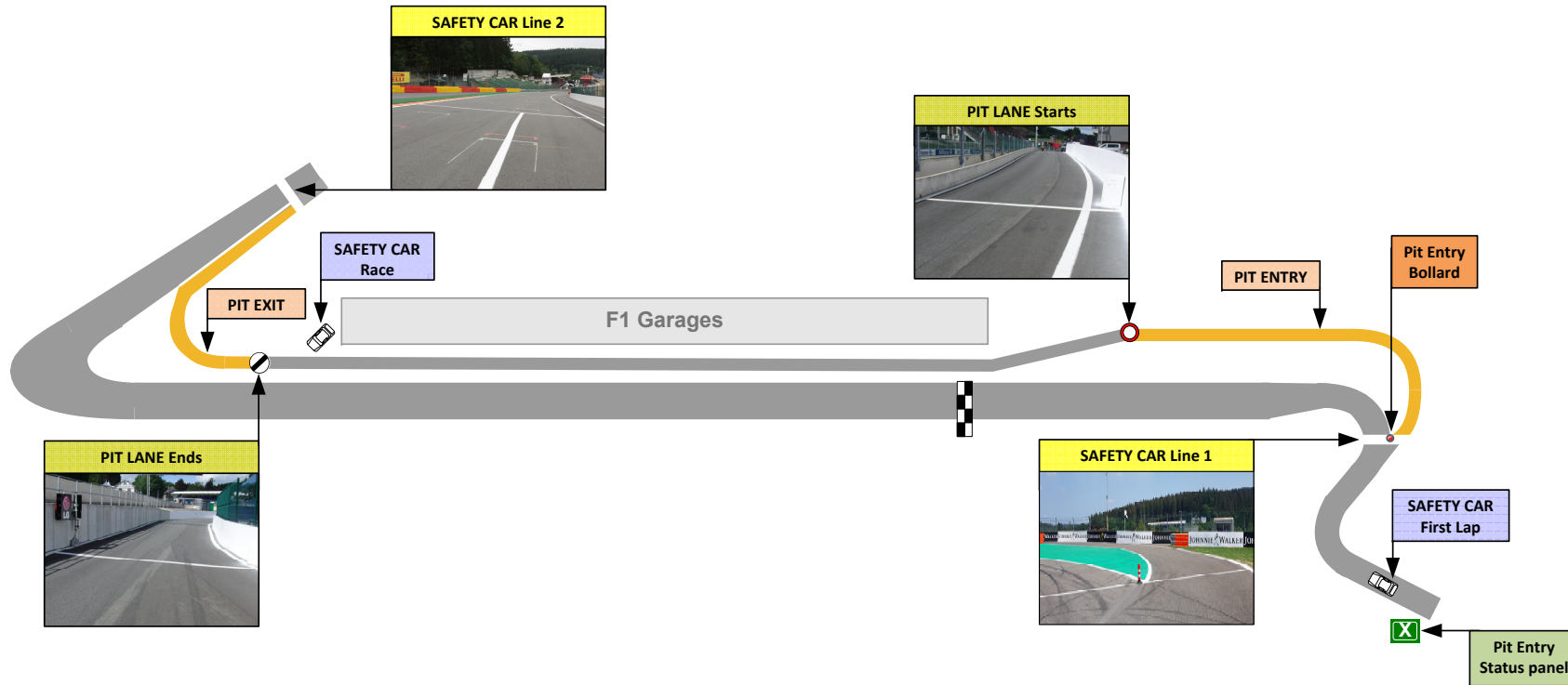
FIA Formula 1 World Championship™

# FORMULA 1 ROLEX BELGIUM GRAND PRIX 2020 - 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
- ZZ FIA Marshal Light No.



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	
Formula 1	Williams	Williams	Williams	Williams	Haas / Williams	Haas	Haas	Haas	Alfa Romeo	Alfa Romeo	Alfa Romeo	Racing Pt / Alfa	Racing Point	Racing Point	Racing Point	AlphaTauri	AlphaTauri	AlphaTauri	Renault / Alpha	Renault	Renault	Renault	Walkway	McLaren	McLaren	McLaren	Red Bull / McLaren	Red Bull	Red Bull	Red Bull	Ferrari	Ferrari	Ferrari	Mercedes / Ferrari	Mercedes	Mercedes	Mercedes	FIA	FIA	FIA	FIA	Formula 1
Trident				Hitech			ART			Prema			HWA			MP		Charouz		Carlin		Jenzer		Campos		Designated Garage Areas				Formula 1												
FAST LANE																							FAST LANE																			
																							Pole Position															Control Line				





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## Paddock Departure and Return – Trolley and Race Cars

**Team trolleys** will go up the slope behind the F2 pits into an assembly area at the top (Turn 1), and then through the gate into the F1 pit lane. When the F1 pit lane is clear, trolleys will proceed through the pit access gate. Trolleys should be turned around on arrival, ready for departure via the same route at the end of all sessions.

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

For all post-session procedures for race cars, please refer to the “Team Managers & Drivers Meeting Notes”, where these will be set out by the Race Director.

**Race cars** will leave under power, reaching the F1 pit lane via the track

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

**Truck with batteries:** There will be a truck service to transport the batteries from the F2 paddock to the F1 pit lane. The truck will be parked at the back of the scrutineering garage in the support paddock. Each mechanic should place his own battery on the truck to avoid any risk of contamination. Once the truck is fully loaded truck and scooters will drive behind the F2 garages to reach the F1 pit lane. Scooters will be parked in the assembly area next to the F1 pit lane (see diagram on the drivers’ briefing presentation) Teams must collect their batteries from the truck at the assembly area. At the end of each session the batteries will travel in each team’s trolley.

For safety reasons, it is compulsory to wear a helmet when riding the scooter. The speed limits need to be respected at all times on the service road.

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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.

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

### Friday – Practice (9:35 – 10:20)

Trolleys ready to depart	09:00
Trolleys released to F1 pits	approx. 09:15
Race cars released to F1 pits	approx. 09:20
Truck with batteries to F1 pits	approx. 09:25

### Friday – Qualifying (14:05 – 14:35)

Trolleys ready to depart	13:35
Trolleys released to F1 pits	approx. 13:45
Race cars released to F1 pits	approx. 13:50
Truck with batteries to F1 pits	approx. 13:55

### Saturday – Race 1 (pit lane open 10:10)

Trolleys ready to depart	09:40
Trolleys released to F1 pits	approx. 09:55
Race cars released to F1 pits	approx. 10:00
Truck with batteries to F1 pits	approx. 10:05

### Sunday – Race 2 (pit lane open 9:30)

Trolleys ready to depart	09:00
Trolleys released to F1 pits	approx. 09:10
Race cars released to F1 pits	approx. 09:15
Truck with batteries to F1 pits	approx. 09:20




**Grand Prix of Belgium 28-30/08/20 (20F3R07SPA)**

Compound	FL	FR	RL	RR
<b>Medium</b>	PN4	PN4	PN5	PN5
<b>Wet</b>	PB7	PB8	PN0	PN1

Carryover
<b>HARD</b>

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

	Front (psi)	Rear (psi)
<b>Slicks</b>	14.0	13.0
<b>Wet</b>	14.0	13.0

	<b>FE recommended hot pressure (psi)</b>		<b>RE recommended hot pressure (psi)</b>	
	20,0		19,0	
	<b>FE Camber Limit</b>		<b>RE Camber Limit</b>	
<b>FP + Q</b>	-4.75°		-3°	<b>FP + Q</b>
<b>RACE</b>	-4.25°		-3°	<b>RACE</b>
	Avg wear @15 Laps		Avg wear @15 Laps	
	<b>Medium</b> 37 -%		59 -%	

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

<b>Tyre Notes</b>	
<ul style="list-style-type: none"> <li>•Not permitted to switch tyres from their allocated position.</li> <li>•Not permitted to mix compounds in tyre sets.</li> <li>•Do not subject tyres to large deformation or impact.</li> <li>•Revised prescriptions could be issued at any time during the weekend in accordance with the FIA F3 Sporting Regulations.</li> </ul>	<ul style="list-style-type: none"> <li>•Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area.</li> <li>•Teams are kindly asked to return tyres for stripping as soon as possible after race two has finished.</li> <li>•Teams are informed that nomination of a Carryover set is required from this event, for use at the next event in accordance with rule 24.1 (a) of the Sporting Regulations.</li> </ul>



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27<sup>TH</sup> TO 30<sup>TH</sup> AUGUST 2020

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### TYRE SCHEDULE

(ART. 24.6. 2020 FORMULA 3 SERIES SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated adjacent to the Pirelli service area
- No tyre trollies or 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 27<sup>th</sup> August

**12:00** All teams tyres will be released from the FIA Formula 3 tyre parc fermé

**18:00** All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

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#### Friday 28<sup>th</sup> August

**07:35** All teams tyres will be released from the FIA Formula 3 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 3 tyre parc fermé

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#### Saturday 29<sup>th</sup> August

**08:10** All teams tyres will be released from the FIA Formula 3 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 3 tyre parc fermé

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#### Sunday 30<sup>th</sup> August

**07:30** All teams tyres will be released from the FIA Formula 3 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.

Florian Bartsch.

Issue: 1

27.08.2020