



2020 SILVERSTONE II EVENT

6 to 9 August 2020

From	The FIA Formula 2 Race Director	Document	6
To	All Teams, All Officials	Date	06 August 2020
		Time	14:14

Title F2 Event Notes v1
Description F2 Event Notes v1
Enclosed F2 Event Notes Silverstone II v1.pdf

Silvia Bellot

The FIA Formula 2 Race Director



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To	FIA Formula 2 Teams and Officials / The Stewards	Date	6 August 2020
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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 tyre barrier approximately 36m long has been installed at the rear of the Turn 11 run-off area.
- 10.2 The apex kerb at Turn 14 has been extended approximately 30m back towards the exit of Turn 13.

11) Formula 1

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

12) Practice starts

- 12.1 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.

- 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.



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14) Track Limits

14.1 Turn 9 – Exit

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

14.2 Turn 15 – Exit

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the black and white kerb on the exit of Turn 15, will result in that lap time being invalidated by the stewards.

14.3 General - Turn 9 Exit and Turn 15 Exit

- a) Each time any car passes behind the black and white exit kerbs, teams will be informed via the official messaging system.
- b) On the third occasion of a driver cutting behind the black and white exit kerbs at Turns 9 and 15 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) 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 1 and the second adjacent to grid position 12.
- 17.2 The pit lane has a small ramp down from the track which may result in cars grounding when pushed off the grid. It is therefore important that someone from your team is present with a jack, close to the gate nearest your grid positions, to assist marshals if a car has to be pushed off the grid after the start of the formation lap or after the start of the race.

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18) Car number light panels for the start

18.1 On the right-hand side of the grid.

19) End of practice procedure

19.1 At the end of practice drivers may carry out a practice start as defined in Article 12.1 above, after making their practice start drivers should continue “Without Overtaking” and then enter the support pit lane.

20) End of qualifying procedure

20.1 After taking the chequered flag drivers should slow down and continue to Turn 8 and then enter the support pit lane and go directly to Parc Fermé, any cars in the F1 pit lane at the end of the session that can be driven will be released from the pit exit to go on track to Parc Fermé.

21) Post-race parc fermé

21.1 After taking the chequered flag drivers should slow down, continue to Turn 8 and then enter the support 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.

21.2 Following the podium presentation, the first 3 cars will be taken to Parc Fermé by breakdowns.

22) Any other business



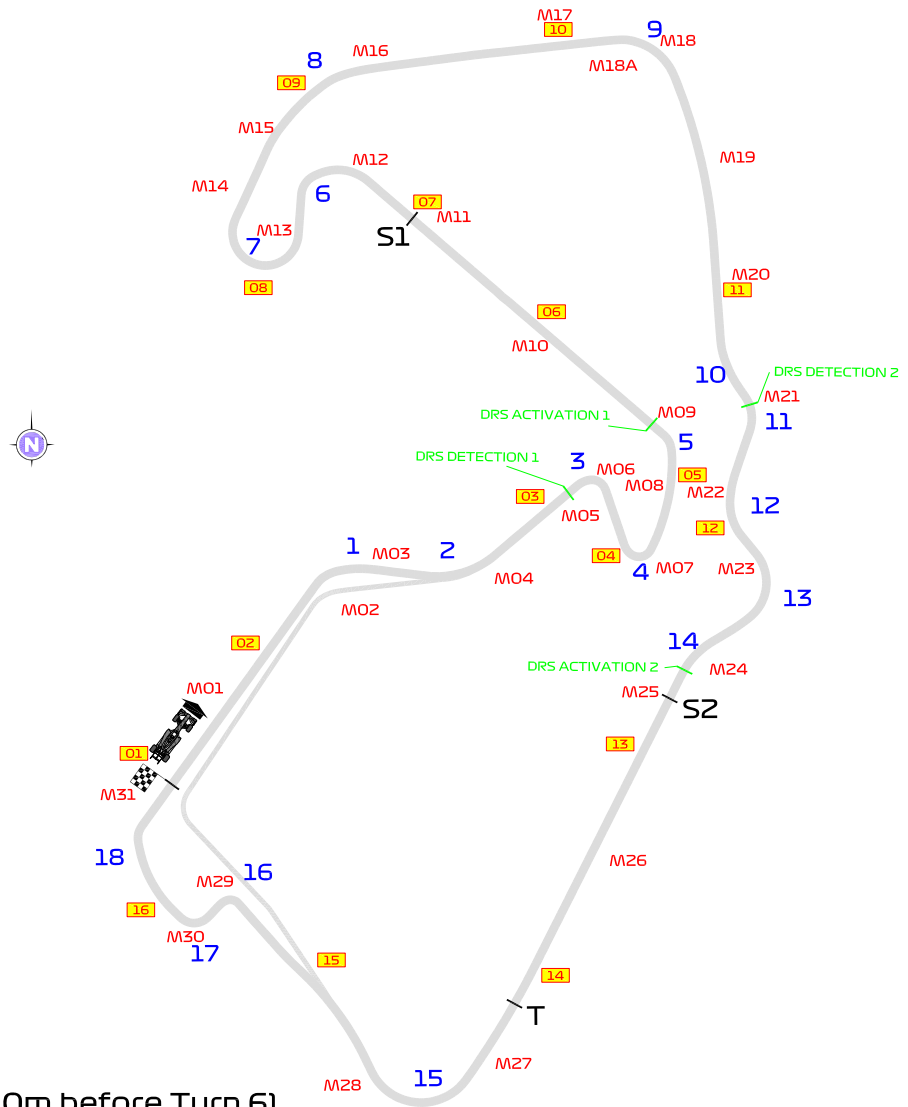
Silvia Bellot
FIA F2 Race Director



FIA Formula 1
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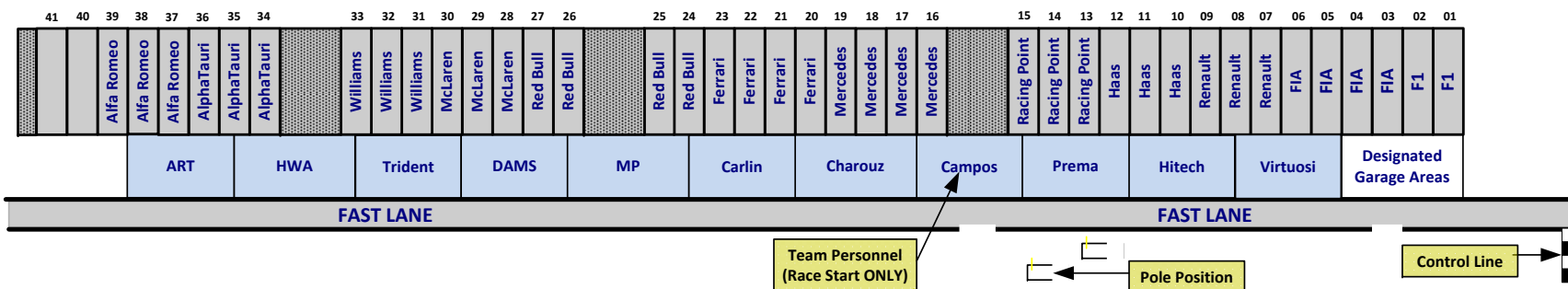
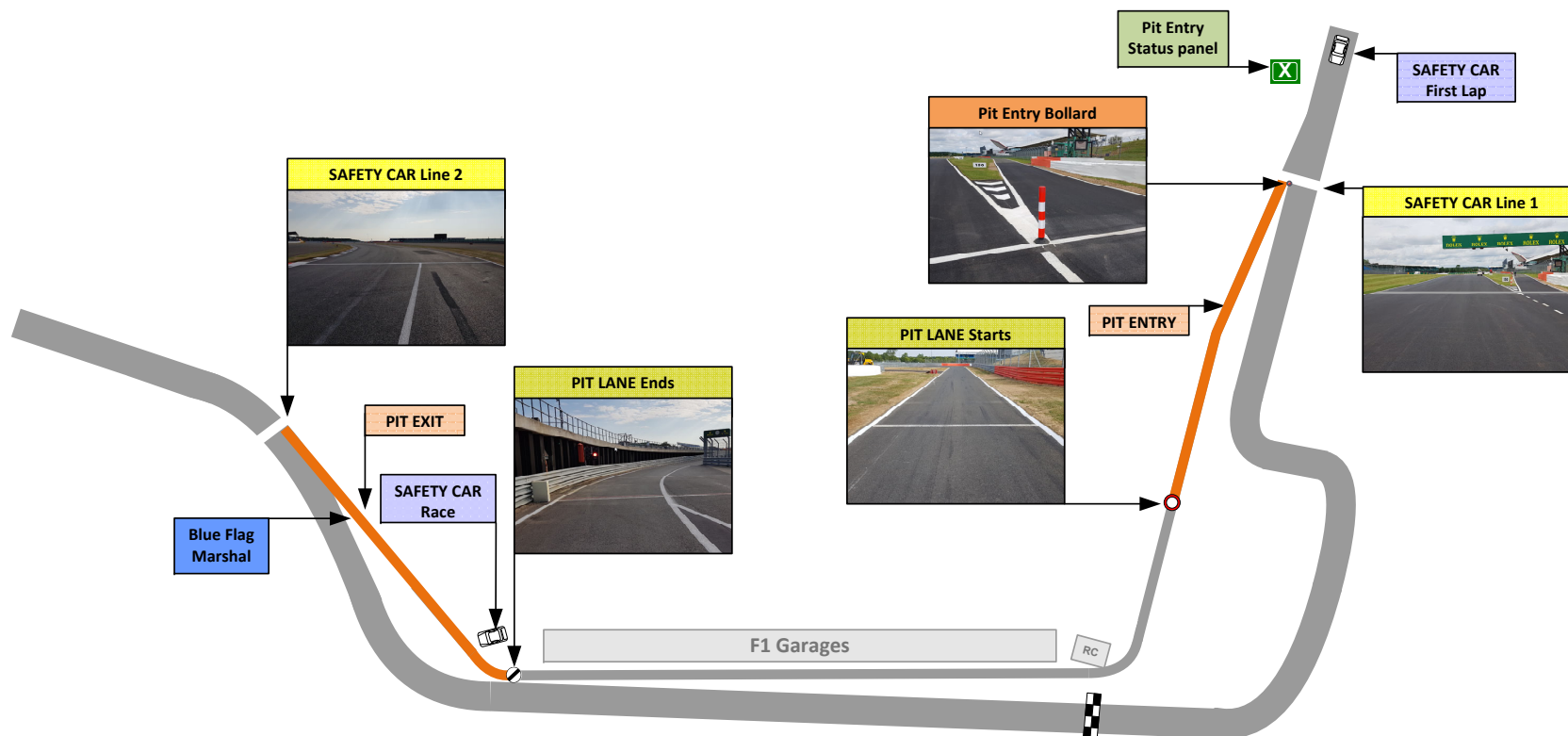
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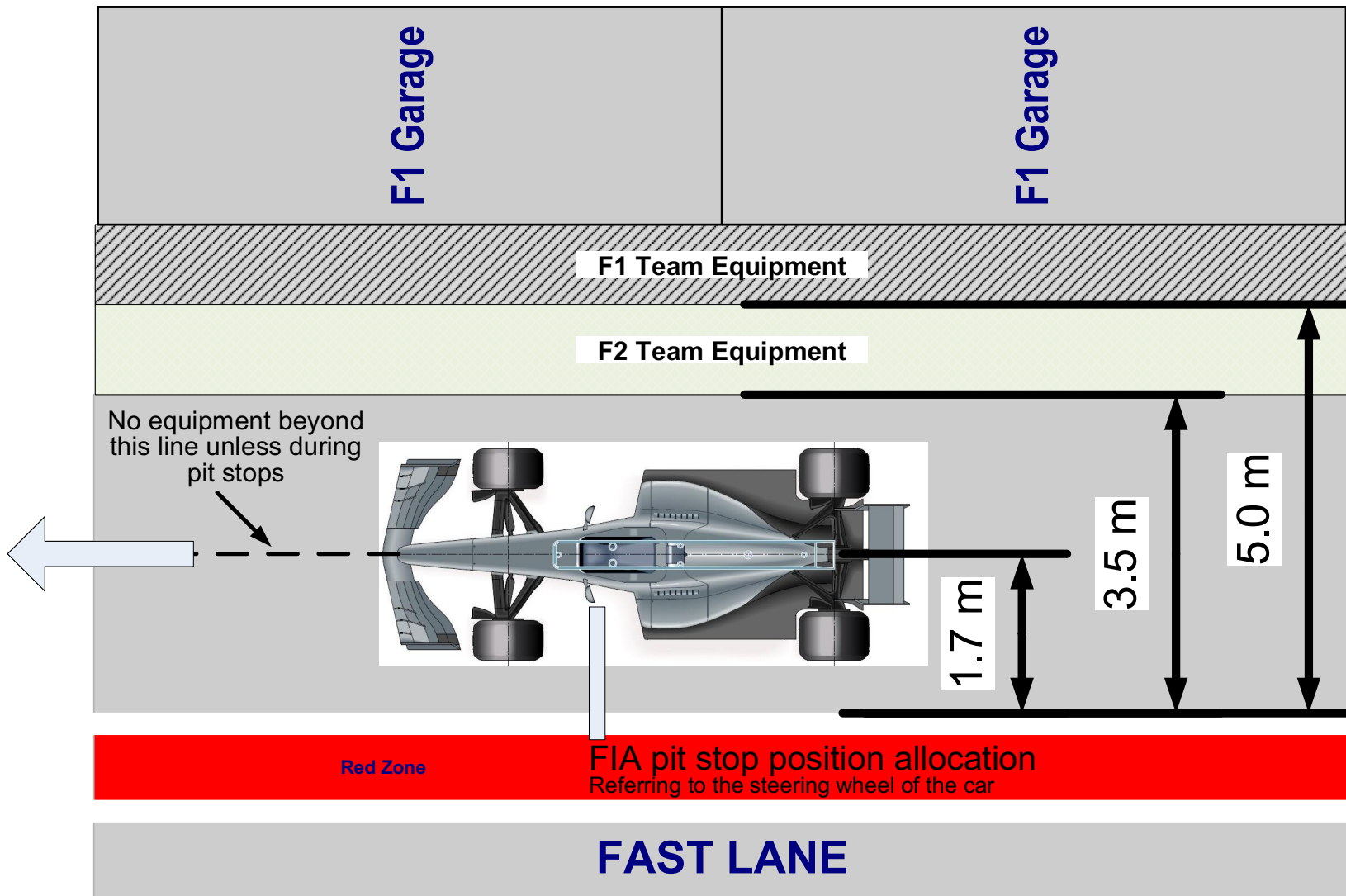
Circuit Map



- Start Line
- Control Line
- S1 Sector 1 [110m before Turn 6]
- S2 Sector 2 [50m after Turn 14]
- T Speed Trap [140m before Turn 15]
- DRS Detection1 [25m before Turn 3]
- DRS Detection2 [Turn 11]
- DRS Activation1 [30m after Turn 5]
- DRS Activation2 [Turn 14]
- 15 Corner Numbers
- M22 Marshal Post
- FIA Marshal Light No.

Circuit Centreline Length = 5.891km





F2 PROCEDURES

1. General

- 1.1 The series weighing platform will be positioned in the F2 technical area garage in the support race pit lane throughout the event.
- 1.2 The series portable weighing equipment will be sited in the F1 pit lane during qualifying and the races.
- 1.3 Pit stops are not permitted in the support race pit lane during practice/qualifying and races.
- 1.4 Cars recovered by breakdowns will be returned to the support race pit lane or as instructed by the race director.
- 1.5 The procedure from the assembly area to the F1 pit lane will be the same for all sessions.
- 1.6 Mechanics riding Scooters during the paddock to pit lane procedure must wear helmets. (It is not permitted to ride Scooters in the Paddock)
- 1.7 At the Start of all sessions, When each mechanic has started his team's cars in the support race pit lane and those cars have left the support race pit lane, the mechanic should proceed **immediately** to the designated area as shown on the attached plan, where they will place their starters /equipment on the Truck dedicated for this purpose, All mechanics that were involved in the starting of cars, will then be required to form a convoy on their Scooters behind the Truck which will lead them to the rear of the F1 Paddock where they will leave their Scooters in the designated parking area before proceeding to the F1 Pit Lane.
- 1.8 Any cars in the F1 pit lane at the end of the all sessions that cannot be driven back to the support race pit lane will be returned by breakdown.
- 1.9 At the end of all track sessions, team trolleys will proceed along the pit lane then turn right after the last garage, through the gates and re-join the service road leading back to the Support Paddock.
- 2.0 At the end of all track sessions, the mechanics with Scooters should collect their Scooters from the parking area and must form a convoy behind the lead vehicle which will lead them to the support race paddock.

2. Practice - Friday (12.55 - 13.40 hours)

- 2.1 At **12.10** hours team personnel and equipment should assemble at Copse as shown on the attached plan.

Teams should assemble in the following order for all sessions:

UNI Virtuosi
Hitech Grand Prix
Prema Racing
Campos Racing
Charouz Racing System
Carlin
MP Motorsport
DAMS
Trident
BWT HWA
ART Grand Prix

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- 2.2 At **12.15** hours team personnel and equipment will be led by a vehicle via a designated route to the Assembly Area sited on the service road to the right of the F1 Paddock.
- 2.3 At **12.35** hours team personnel and equipment will be released from the Assembly Area and proceed to the F1 pit lane, then turn left into the fast lane and continue to their allocated pit positions.
- 2.4 At **12.45** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.
- 2.5 At the end of the session after taking the chequered flag, drivers may complete the lap to the F1 grid and carry out a practice start, following the practice start, cars should continue to the support race pit lane.

Practice starts are only permitted as above and must not be carried out at any other time or on any other part of the track, pit lane or pit exit.

Any cars in the F1 pit lane at the time of the chequered flag will not be released from the pit exit until cars on track have carried out their practice starts, any cars released from the pit exit must go directly to the support pit lane.

3. Qualifying - Friday (17:00 – 17:30)

- 3.1 At **16:15** hours team personnel and equipment should assemble at Copse as shown on the attached plan.
- 3.2 At **16:20** hours team personnel and equipment will be led by a vehicle via a designated route to the Assembly Area.
- 3.3 At **16:40** hours team personnel and equipment will be released from the Assembly Area and proceed to the F1 pit lane.
- 3.4 At **16:50** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.
- 3.5 At the end of the session after taking the chequered flag, cars will slow down and continue to the support race pit lane parc fermé, any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the support race pit lane parc fermé.

4. Race 1 - Saturday (15.45 – 16.50) Pit Lane opens at 15.30

- 4.1 At **14.45** hours team personnel and equipment should assemble at Copse as shown on the attached plan.
- 4.2 At **14.50** hours team personnel and equipment will be led by a vehicle via a designated route to the Assembly Area.
- 4.3 At **15.10** hours team personnel and equipment will be released from the Assembly Area and proceed to the F1 pit lane.
- 4.4 At **15.20** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.

**EMIRATES FORMULA 1
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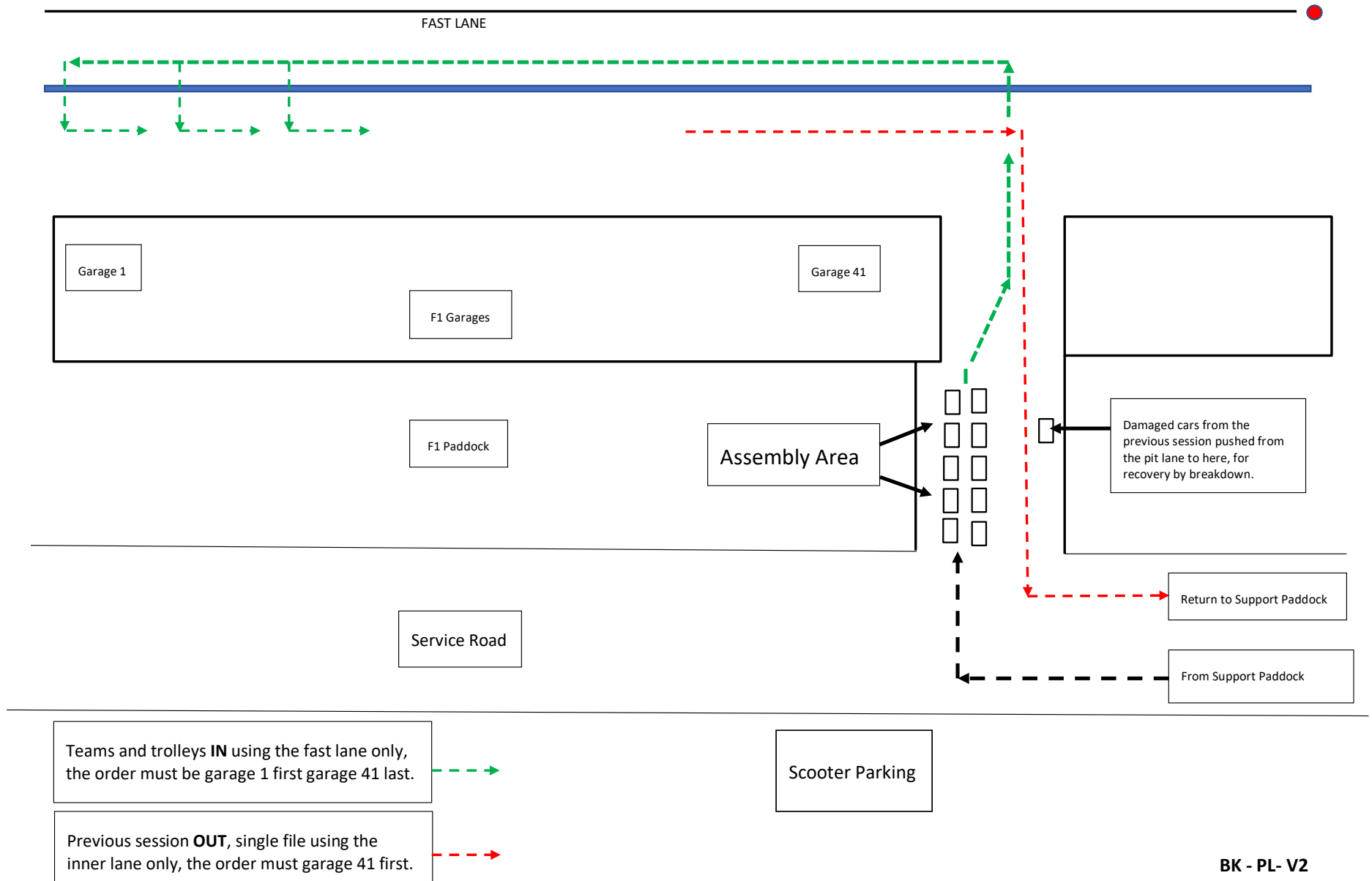
- 4.5 At the end of Race 1 after taking the chequered flag, cars should slow down, the first 3 cars should complete the lap and follow the instructions defined in the podium procedures, all other cars on track having taken the chequered flag should continue to turn 8 where the must leave the track into the support race pit lane and go directly to the F2 weighing and parc fermé area.

Any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the F2 weighing area in the support race pit lane. The three podium cars will be under parc fermé conditions and be returned to the support race pit lane by recovery truck.

5. Race 2 – Sunday (10:10 – 11:00) Pit Lane opens at 09:55

- 5.1 At **9:10** hours team personnel and equipment should assemble at Copse as shown on the attached plan.
- 5.2 At **9:15** hours team personnel and equipment will be led by a vehicle via a designated route to the Assembly Area.
- 5.3 At **9:35** hours team personnel and equipment will be released from the Assembly Area to the F1 Pit Lane.
- 5.4 At **9:45** hours cars will leave the support race pit lane and drive on circuit to the F1 Pit lane.

5.5 At the end of Race 2 after taking the chequered flag, cars should slow down, the first 3 cars should complete the lap and follow the instructions defined in the podium procedures, all other cars on track having taken the chequered flag should continue to turn 8 where the must leave the track into the support race pit lane and go directly to the F2 weighing and parc fermé area. Any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the F2 weighing area in the support race pit lane. The three podium cars will be under parc fermé conditions and returned to the support race pit lane by recovery truck





Support
Event Scooter



Pit Line Access


ROLEX

Grand Prix of Britain 07-09/08/20 (20F2R05SLV)

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	16.0	14.0
Wet	16.0	14.0

	FE recommended hot pressure (psi)		RE recommended hot pressure (psi)	
	23.0		22.0	
	FE Camber Limit		RE Camber Limit	
FP + Q	-4°		-1.75°	FP + Q
RACE	-3.75°		-1.75°	RACE
	Hard	Avg wear @15 Laps	Avg wear @15 Laps	
		65 -%	45 -%	
	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

- | | |
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| <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • 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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SILVERSTONE II EVENT

06TH TO 09TH AUGUST 2020

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

Thursday 06th 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

Friday 07th 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

Saturday 08th 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

Sunday 09th August

07:25 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

FIA Technical Delegate.

Robert Maas.

Issue: 2

06.08.2020