



2024 SILVERSTONE EVENT

4 to 7 July 2024

From	The FIA Formula 3 Race Director	Document	5
To	All Teams, All Officials	Date	04 July 2024
		Time	16:36

Title F3 Event Notes
Description F3 Event Notes
Enclosed Event Notes Combined.pdf

Rui Marques

The FIA Formula 3 Race Director



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04 TO 07 JULY 2024



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To	All Teams, All Officials	Date	04 July 2024
		Time	14.55

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 12.9 of the Technical Regulations see the attached document provided by the official tyre supplier.

3) Pre & Post Session / Race Procedure from support paddock to F1 pit lane

- 3.1. 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.
- 3.2. A detailed description and further information of this procedure (pit lane order and timing) are described in the attached document – F3 Event Procedures V3.

4) Tyre Schedule

- 4.1. Refer to attached document – F3 Tyre Schedule.

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) Drivers leaving their pit stop position in the pit lane

- 6.1. 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.
- 6.2. 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.
- 6.3. For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.
- 6.4. For reasons of safety and sporting equity, drivers must not drive through other team's pit bay after being released from their pit stop position.
- 6.5. No wheel nuts must be left on the ground at all times.

7) Fuel pressure release in parc fermé

- 7.1. For safety reasons, teams are authorised to appoint one person specifically in order to release the pressure inside the fuel cell when the cars return after each session. In addition, teams are authorised to attach fans to the car in the parc fermé.



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- 7.2. 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.
- 7.3. This person will not count as far as Article 21.5 of the 2023 FIA F3 Sporting Regulations is concerned (team personnel limitation)
- 8) Observing yellow flags during free practice and qualifying**
- 8.1. Single waved: Drivers 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.
- 8.2. 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 the driver has not attempted to set a meaningful lap time. Furthermore, during free practice and qualifying any driver in a double yellow sector will have that lap time cancelled.
- 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.
- 9.2. 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.
- 9.3. 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.
- 10) Safety Car Procedure / End of VSC period**
- 10.1. Art. 40.13 (...) In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart. (...)
- 10.2. At the end of each VSC procedure, Drivers must follow their delta time until the "VSC" on the FIA Light panels have changed to green.
- 10.3. The positioning of the cars in both procedures (Safety Car and VSC) must comply with the below drawing:





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10.4. To reduce the risk of an incident at the restart, weaving is not permitted from the entrance of turn 16 until the driver passes the line.

11) Teams Guests

11.1. Teams are reminded that guests are included in the category of participants as defined in Article 20 of the International Sporting Code. At the same time, Article 9.15 from the International Sporting Code states that the competitor is responsible for all acts or omissions on the part of any person to whom the competitor has allowed access to the reserved area. The pit lane and the grid are reserved areas.

Event Specific Instructions

12) Changes to the circuit

- New drainage at Turn 1 LHS.
- Removal of combination kerb at Turn 3 on RHS.
- New drainage between Turn 5 and Turn 6 on LHS.
- New gravel bed at Turn 14 on LHS.
- New drainage between Turn 14 and Turn 15 on LHS.
- Gravel bed extended by approx. 6-8m towards the track at Turn 15 on LHS.
- Asphalt run-off reduced to 1.7m at Turn 16 on RHS, filled with gravel.
- Removal of combination kerb at Turn 16 on LHS, replaced with grass.
- Asphalt strip removed between Turn 18 and Turn 1 on LHS, replaced with grass.
- New tire barrier with conveyor belt in Turn 15 on RHS.
- New tire barrier with conveyor belt in Turn 16 run-off.
- The white line in Turn 9 on LHS has been moved further to the left to reduce the distance between the white line and the gravel to 1.5m.
- The white line in Turn 11 on LHS has been moved further to the left to reduce the distance between the white line and the gravel to 1.8m.
- The white line in Turn 15 on LHS has been moved further to the left to reduce the distance between the white line and the gravel to 1.5m.
- The white line in Turn 17 on LHS has been moved further to the left to reduce the distance between the white line and the gravel to 1.8m.
- Red kerb removed in Turn 11 on RHS.
- Red kerb removed in Turn 12 on RHS.
- Red kerb removed in Turn 13 on RHS.
- Red kerb removed in Turn 16 on LHS.

13) Pit Lane

13.1. The pit lane speed limit is 60 km/h for the entire event.

14) Pit Lane Barriers

14.1. F1 Teams have been instructed to ensure their barriers are no more than 1 meter from the garages.

15) DRS

15.1. DRS Detection will be automatically disabled in each individual zone if any of the light panels in that zone are displaying yellow. The zones and corresponding light panels are as follows:

- a) DRS Activation 1: Panels 5, 6, 7
- b) DRS Activation 2: Panels 13, 14, 15

Practice starts.



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- 15.2. Practice starts may only be carried out on the F1 grid at the end of the practice session, none may be carried out in the pit exit or any other part of the track.
- 15.3. 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 or enter the F1 pit lane.
- 15.4. 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.
- 15.5. Any cars in the F1 pit lane after the practice session has finished will not be released from pit exit until all cars on track have carried out their practice starts.
- 15.6. 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.
- 15.7. Following the practice start, cars should continue to turn 8 where they must leave the track to go into the support paddock. Any cars in the F1 pitlane will be directed onto the circuit to return to the support paddock after the last car has left the F1 grid.

16) Lines or bollards at the Pit Entry and Pit Exit.

- 16.1. In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.
- 16.2. For safety reasons, overtaking is not allowed at the pit entry road after crossing Safety Car Line 1, unless in exceptional circumstances e.g., a slow car with an obvious mechanical problem.

17) Track Limits.

- 17.1. In accordance with the provisions of Article 27.3, the white lines define the track edges. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards. Additionally, each time a driver fails to negotiate with the exit of turn 18, will result in that lap time and the immediately following lap time may be invalidated by the Stewards.
- 17.2. The fourth and following offences will be reported to the Stewards, regardless of having displayed the warning flag to the driver beforehand.

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 fluorescent orange panels/paintings on the barriers.

20) Removing cars from the grid

- 20.1. Cars may be removed from the grid through grid positions 1 and 12.

21) Car number light panels for the start

- 21.1. On the right-hand side of the grid.

22) Suspending a Race

- 22.1. In case of a race suspension, cars will be stopped in the fast lane at the vicinity of the pit exit lights.

23) General – End of Races



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23.1. The three podium cars should stay in front of the field stop at the podium area in the pit lane. They will be under parc fermé conditions.

24) Lap times in each Practice Session, Qualifying and the Race

Only lap times which have been completed on the track will be included for the purpose of any classification.

25) Finishing the Race

For the purpose of finishing the Race, pursuant to Article 44.1 of the FIA Formula 3 Sporting Regulations, the "Line" referred to will be the Control Line on the track and not in the Pit Lane.

A handwritten signature in black ink, appearing to read 'Rui Marques'.

Rui Marques
Race Director
FIA Formula 3 Championship



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Paddock departures and Return – Trolleys and Cars

Departure from Support Race Pit Lane

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. AIX Racing	6. Campos Racing
2. ART Grand Prix	7. MP Motorsport
3. VAR	8. Trident
4. Jenzer Motorsport	9. Prema Racing
5. Hitech Pulse-Eight	10. Rodin Motorsport

Team trolleys and personnel will assemble at the paddock exit as shown in the attached plan and be led by a vehicle via the designated route to the holding area sited on the service road to the right of the F1 Paddock. Teams and personnel will be released from the holding area into the F1 pit lane, turning left into the fast lane do a U-turn and continue to their allocated pit positions.

A shuttle service and a transport truck will be provided for the mechanics with starter motors to transfer them to the F1 pit lane. As soon as the cars have left the support paddock pit lane, mechanics must proceed immediately to the designated area where they will place their equipment onto the transport truck dedicated for this purpose. The mechanics will then board the minibus at the same location for the journey to the F1 pit lane. Mechanics on scooters must not travel with their equipment to the F1 pit lane for safety reason.

Safety regarding the use of Scooters

Use of scooters are not permitted in the paddock at any time and may only be used by the team personnel who started the cars in the support pit lane for the journey to and from the F1 pit lane. For safety reasons, scooters used for the procedure above must comply with speed restrictions and be used in a safe manner that does not compromise the safety of others. It is also compulsory to wear a helmet when riding the scooter. Any scooters used for travel to the F1 pit lane must be parked in the designated area at the Wing.

Race cars will reach the pit lane under power. They will be led by a course car to go on track from the support pit lane exit to the F1 pit lane. Marshals will be there to organise movements. Once trolleys are installed in the pit lane, cars will be released onto the track.

Return to Support Race Pit Lane

Team vehicles will leave the F1 pit lane by moving to the far exit of the pit lane, turning right at the last garage, through the gates and re-join the service road leading back to the support paddock. Teams and trolleys will leave the F1 Pit Lane via the same way they entered in the exact reverse order (AIX Racing first and Rodin Motorsport last).

At the end of the **practice session** after taking the chequered flag, drivers may complete the lap to the F1 grid and carry out a practice start, or enter the pit lane. Following the practice start, cars will continue to turn 8 where they must leave the track to enter into the support paddock pit lane. Any cars in the F1 pit lane must follow the last car of the practice starts and leave the track at turn 8.

At the end of the **qualifying session** after taking the chequered flag, cars will slow down and continue to



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turn 8 where they must leave the track to enter into the support paddock parc fermé. Any cars in the F1 pit lane at the time of the chequered flag must go on track to driver back to turn 8 and into the parc fermé.

At the end of both races after taking the chequered flag, cars must slow down and continue to turn 8 where they must leave the track to enter the support paddock parc fermé. The podium cars must not be overtaken and must stay in front of the field and complete to the lap to the F1 pit lane for the podium presentation where they will be under parc fermé conditions. The three podium cars will be returned to the support paddock by recovery trucks.

Pit Lane Procedures Times

Local marshals will be in control of trolley and race car movements so please follow their instructions. The timings below are approximate and for guidance only:

Friday – Practice (08:40 – 09:25)

Trolleys ready to depart	07:55
Trolleys move to holding area	08:00
Trolley released to F1 pits	approx. 08:20
Race cars released to F1 pits	approx. 08:30

Friday – Qualifying (14:05 – 14:35)

Trolleys ready to depart	13:20
Trolleys move to holding area	13:25
Trolley released to F1 pits	approx. 13:45
Race cars released to F1 pits	approx. 13:55

Saturday – Sprint Race (pit lane open 09:05)

Trolleys ready to depart	08:20
Trolleys move to holding area	08:25
Trolley released to F1 pits	approx. 08:45
Race cars released to F1 pits	approx. 08:55

Sunday – Feature Race (pit lane open 08:05)

Trolleys ready to depart	07:20
Trolleys move to holding area	07:25
Trolley released to F1 pits	approx. 07:45
Race cars released to F1 pits	approx. 07:55

Rui Marques
The FIA Formula 3 Race Director



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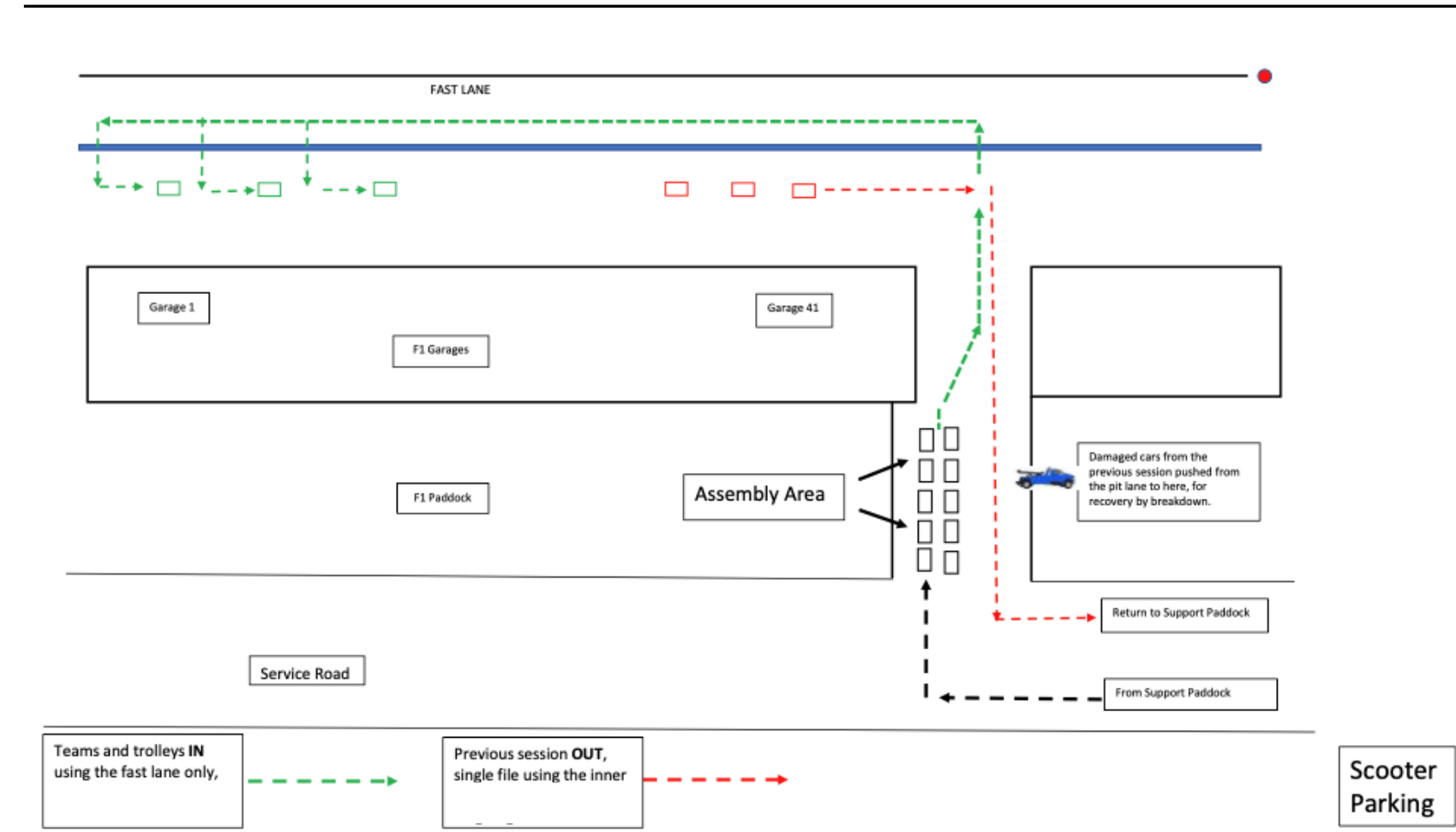
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41	40	39	38	37	36	35	34		33	32	31	30	29	28	27	26		25	24	23	22	21	20	19	18	17	16		15	14	13	12	11	10	09	08	07	06	05	04	03	02	01
FOM	FOM	ASTON MARTIN	ASTON MARTIN	ASTON MARTIN	RACING BULLS	RACING BULLS	RACING BULLS		MCLAREN	MCLAREN	MCLAREN	FERRARI	FERRARI	FERRARI	APEX	APEX		MERCEDES	MERCEDES	MERCEDES	RED BULL	RED BULL	RED BULL	ALPINE	ALPINE	ALPINE	PIRELLI		SAUBER	SAUBER	SAUBER	HAAS	HAAS	HAAS	WILLIAMS	WILLIAMS	WILLIAMS	FIA	FIA	FIA	FIA	FOM	FOM
AIX		ART		VAR		Jenzer			Hitech			Campos			MP		Trident		Prema		Rodin																						

FAST LANE



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TYRE SCHEDULE

(ART. 24.6. 2024 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated at 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 F2 weigh platform area

Thursday 04th July

12:30 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

17:00 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 05th July

06:40 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

Saturday 06th July

07:05 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

Sunday 07th July

06:05 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All tyres must be returned to the Pirelli service area

FIA Technical Delegate

Jana Muehlner

Issue: 1

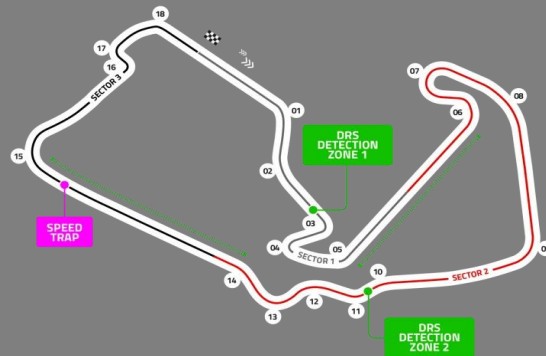
04.07.2024

In accordance with Articles 12.9. and 12.10. of the F3 Technical Regulations, this document contains the prescriptions for the operation of tyres during the following event.

Document Version 1, Issue A

Grand Prix of Great Britain - 05/07/24 - (24F3R07SLV)

Circuit Layout



Please note, track map is from the official Formula website and for display purposes only.

Compounds Selection

Compound	FL	FR	RL	RR
Hard	SL2	SL2	SL3	SL3
Wet	SO0	SO1	SO2	SO3

Sets	Carry Over
4	N/A
2	

Prescriptions and Wear Life

Minimum pressures (psi)

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

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -3°

Race -3°

Front Camber Limits

-4.75° FP & Q

-4.25° Race



Wear (from 23R07SLV Race)

Hard	30 %	41 %	Hard
	Rear avg @ 15 Laps	Front avg @ 15 Laps	

Tyre Notes

- 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.

- Teams are kindly asked present **Wet** rims to the Pirelli Service Area by 13:00 for initial fitting on 03/07.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area by 07:30 for initial fitting on 04/07.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are reminded a balancer will be made available until the last tyre is stripped on the final day, to check rims for damage.

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