



## F4 SPANISH CHAMPIONSHIP SEASON 2023 (ROUND 3)

---

<b>From</b>	The Formula 4 Race Director	<b>Event Notes</b>	v2
<b>To</b>	All Drivers, teams and Officials	<b>Date</b>	23 <sup>th</sup> June 2023
		<b>Hour</b>	17:30

---

### EVENT NOTES **V2** (Changes in light blue)

#### **1) Attachments**

- 1.1. Track Map
- 1.2. Pitlane Map

#### **2) Paddock and specific items**

##### **2.1 The Circuit**

The Start Line is located 18,5 m in front of the Finish Control Line. The control Line (Timing) is situated at the Finish line. Pole position is located on the left-hand side of the starting grid.

##### **2.2 Pit Lane speed limit**

The pit lane speed limit is 60 km/h. Drivers are advised to switch on the pit lane speed limiter.

##### **2.3 Entering the pit lane**

Except in cases of force majeure (accepted as such by the Stewards), the crossing in any direction the solid white line separating the pit entry and the track by a car entering the pit lane is prohibited. The dotted line across the pit entry is the track edge. The pit lane starts by the speed limit board at the white line perpendicular to the pit lane entry.

##### **2.4 Practice starts**

Practice starts may be carried out after the Pit Exit Lights and on the driver's RHS, near the guardrail. This is the only place we consider safe for this purpose. Don't forget to look at your mirrors. Only during free practice sessions.

##### **2.5 Sessions information**

The Free Practice 1 and 2, the Qualifying 1 and the Race 1 will take place on Saturday, and the Qualifying 2 and the Races 2 & 3, will take place on Sunday you have the timetable. The Race distance (Race 1 & 3, will be 30 minutes plus one lap, and the Race 2, will be 25 minutes plus one lap).

The F1 light system will show. When the green lights are shown all competitors start the Formation Lap. Any competitor moving during the light sequence (starting procedure) will be referred to the Stewards (False Start).

## **2.6 Exiting the pit lane**

The pit lane speed limit ends by the speed limit cancellation board at the pit exit lights. The white line used to indicate the separation between cars leaving the pit lane and those driving on the track is the solid white line ending before turn 1. This line must not be crossed by any part of a car leaving the pit lane.

## **2.7 Parc fermé**

The parc fermé is located inside the garages (boxes).

## **3) Track and pit lane specific items**

Please refer to the circuit map and the pit lane map attached to this document.

### **3.1 The pit lane map contains the following items:**

- 3.1.1 Control /Finish Line
- 3.1.2 Chequered flag and penalty flags position will be given from the Timing/Finish line gantry.
- 3.1.3 Start line and start lights
- 3.1.4 Pit entry and pit exit, pit exit lights
- 3.1.5 Pit lane start and ending
- 3.1.6 Red flag line at the end of the Pit Lane
- 3.1.7 Safety car lines
- 3.1.8 Safety car position

### **3.2 Track specific items**

#### **3.2.1 Clearing the grid during the start procedure**

At the presentation of the 1 MIN signal, team members should evacuate the grid by exiting to the pit lane via the access gates.

#### **3.2.2 Start of formation lap speed limit**

Drivers should keep their speed at or below 60 km/h when leaving the designated grid positions until passing pole position. Drivers are advised to switch on the pit lane speed limiter before the start of the formation lap.

#### **3.2.3 Starting procedure and start abort**

The Start will be a Grand Prix Start. There will be a F1 system. No five seconds board, but 1, 2, 3, 4 and 5, red "Lights ON", & then "All Lights OFF".

In case the start is aborted:

- The yellow abort lights will flash
- The board "extra formation lap" will be displayed from the started platform.
- Some moments later the green lights, or flag, will be illuminated, or show, to signal the start of the extra formation lap.

### 3.2.4 Safety car lights off

When the Race Director calls the Safety Car in, the orange lights of the Safety Car will be switched off before Turn 12.

### 3.2.5 Suspension of the race

The first car entering the pit lane should stop in the fast lane at the end of the pit lane (red line painted on the asphalt).

### 3.2.6 Places to remove cars from the track

Openings on the line of first protection are marked with orange paint

### 3.2.7 Fire extinguishers around the circuit

Indicated by white boards with a red fire extinguisher image attached to the debris fences and barriers. Fire extinguishers are also available at all marshals' post.

## 4) Track lights panels

The flag signals will be supplemented by track light panels. In accordance with Appendix H to the ISC the light signals have the same meaning as flag signals.

## 5) Safety car procedures

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.



## 6) Any other business

### 6.1 Driving behaviour

Competitors are reminded that more than one change of direction to defend a position is not permitted; weaving in front of another car neither is permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, must leave at least one car width between his own car and the white line at the edge of the track.

6.2 If you stop on the track for any reason leave the gearbox neutral engaged (N) and the steering wheel in position to facilitate the rescue work of the marshals and to avoid damage to the vehicle.

### 6.3 Track Limits

The usable track limit has been defined as the track edge white line (annex L, ISC FIA) Track limits will be enforced all around the circuit. Drivers must respect the track limits. There is an automatic track limit control system at turns 8, 12 and 15.

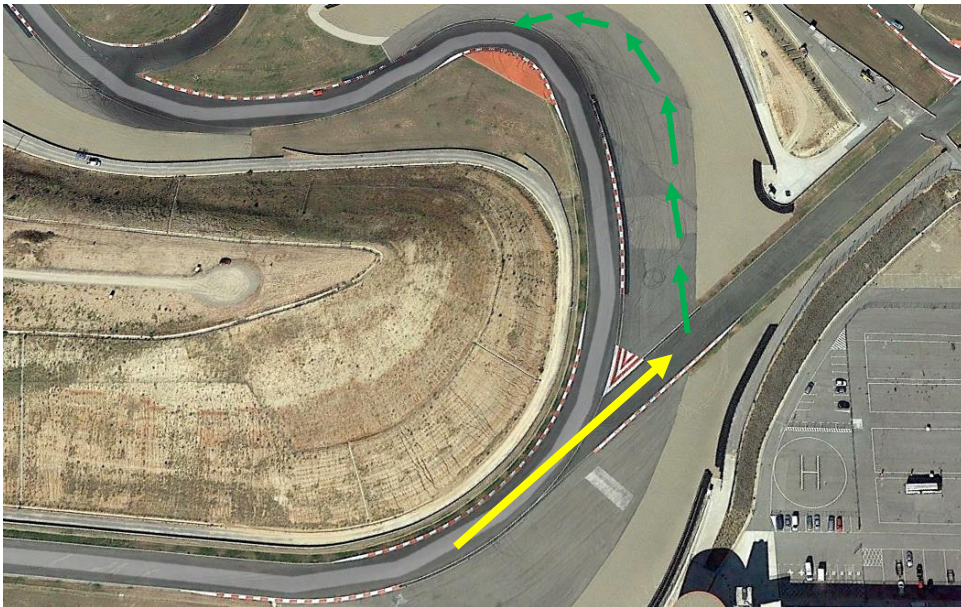
After analysing the impact of the recently published modified annex 1 in agreement with representative of the organizing committee/promotor and Stewards of the meeting, the penalties applied for track limits in Navarra will be same as last year and Spa/Motorland events.

### 6.4 Protocols for turn 8, turn 12 and turn 15 exit

Drivers must make every reasonable effort to stay within the usable track limit at turn 8, 12,15. If a driver has been reported to go beyond this point by all four wheels will be judged as having left the track.

For the avoidance of doubt, the driver does not necessarily have to set a personal or overall best lap time in the lap in which the infringement occurred to have his lap time cancelled. If a driver drives outside the track limits at turn 15, the time cancelled will be the lap on which the offence is committed and the following lap.

### Turn 5 Escape Road (Rejoin)



If a car goes out of the track, and you have possibility of return, please be sure you can rejoin the track without causing any inconvenience to the rest of the drivers.

If you are “going off track” at T5, use the road track on the extreme Right-Hand side marked with a white line on the asphalt.

### **Turn 11 (Rejoin)**

If you overshoot T11, (no U-turn) use the run off area out the track to rejoin the track safely after T11.

### **7) Changes to the circuit**

- 7.1 Yellow lines painted on starting grid
- 7.2 T5 kerbs repainted
- 7.3 T9 two speed bumpers removed on the apex kerb

### **8) Miscellaneous**

- 8.1 Five (5) minutes before the time scheduled for the opening of the Pit Lane exit, cars may go to the fast lane to make a queue. Any car in the queue must have its engine running and its driver ready to go to the track. (Art. 19.10 sporting regulations).
- 8.2 After exiting the pit lane during free practice and qualifying you are allowed to make manoeuvres to warm up tyres during that lap until you cross the finish line.
- 8.3 During the formation lap you are allowed to make manoeuvres to warm up tyres until your position on the grid.
- 8.4 Blowers are allowed if a driver has a stop and go penalty.
- 8.5 The timetable is the general version 1 and the specific timetable indicated in the promoter's event notes 6. Please check the Sportivity and timing screens during the meeting for possible schedule changes.
- 8.6 Drivers must not leave the car if they have suffered an incident on the track until instructed to do so by the marshals. This will assist in the rescue of the car.

### **9) Stewards Inquiries**

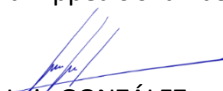
9.1 Any driver required to attend inquired held by the Stewards will be notified as follows:

- Any incident placed under investigation after the session will be shown on the timing screens.
- Where possible, a formal written summons will be issued to the team.

9.2 Any driver attending an inquiry must be accompanied by the Competitor's Representative.

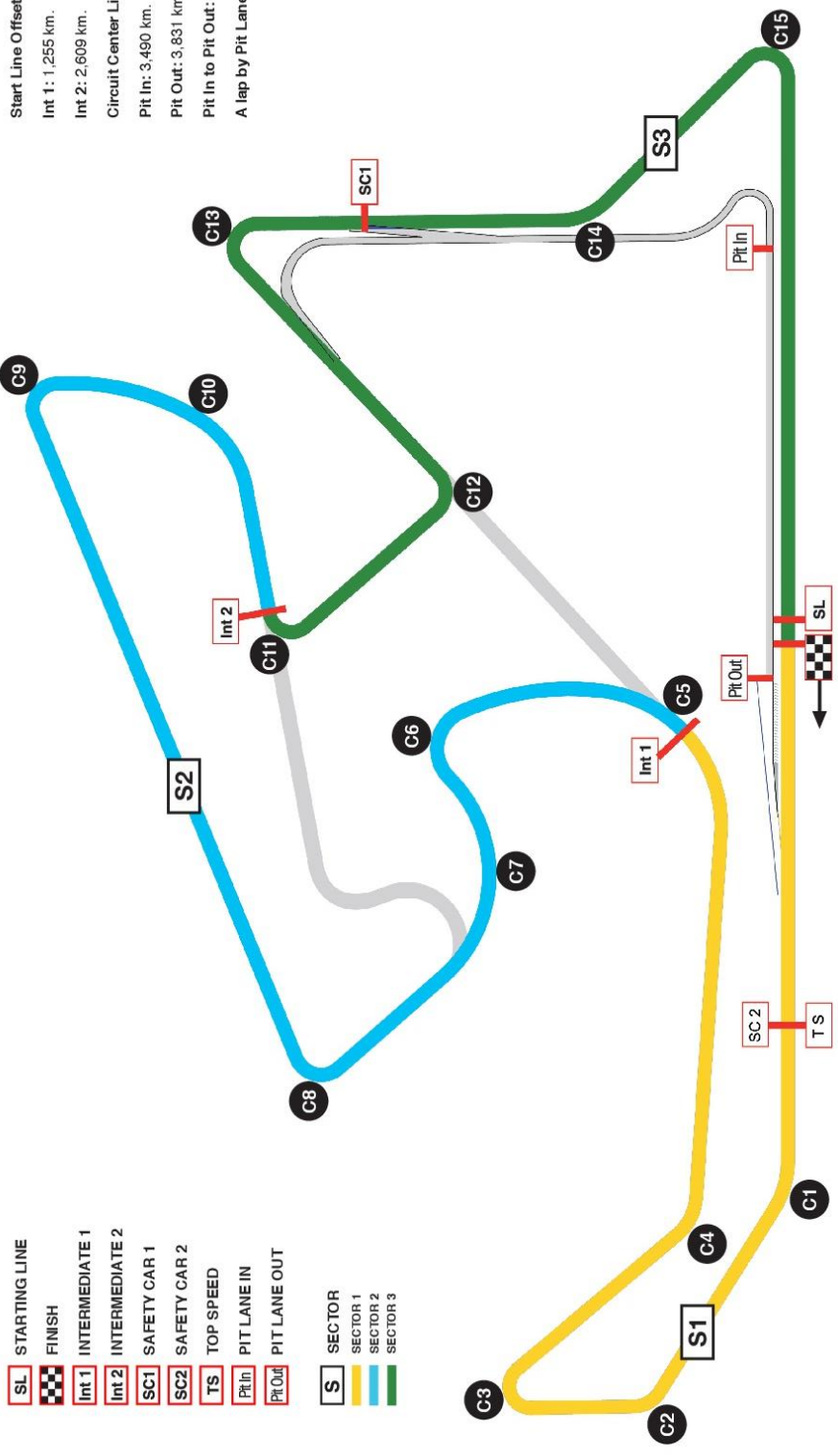
9.3 Protest and Appeal

- a. Protests shall be made in accordance with the Code and a fee fixed by RFEDA at 1.000 €
- b. Appeals shall be made in accordance with the Code and a fee fixed by RFEDA at 2.500 €.



Luis GONZÁLEZ  
Formula 4 Race Director

Start Line Offset: 18,50 m.  
 Int 1: 1,255 km.  
 Int 2: 2,609 km.  
 Circuit Center Line: 3,933 km.  
 Pit In: 3,490 km.  
 Pit Out: 3,831 km.  
 Pit In to Pit Out: 341 m.  
 A lap by Pit Lane: 3,780 km.



- SL** STARTING LINE
- FINISH
- Int 1** INTERMEDIATE 1
- Int 2** INTERMEDIATE 2
- SC1** SAFETY CAR 1
- SC2** SAFETY CAR 2
- TS** TOP SPEED
- Pit In** PIT LANE IN
- Pit Out** PIT LANE OUT
- S** SECTOR
- █ SECTOR 1
- █ SECTOR 2
- █ SECTOR 3

# PIT LANE INFORMATION

