



FEDERATION INTERNATIONALE DE L'AUTOMOBILE

FIA F3 World Cup Macau

A WORLD IN MOTION

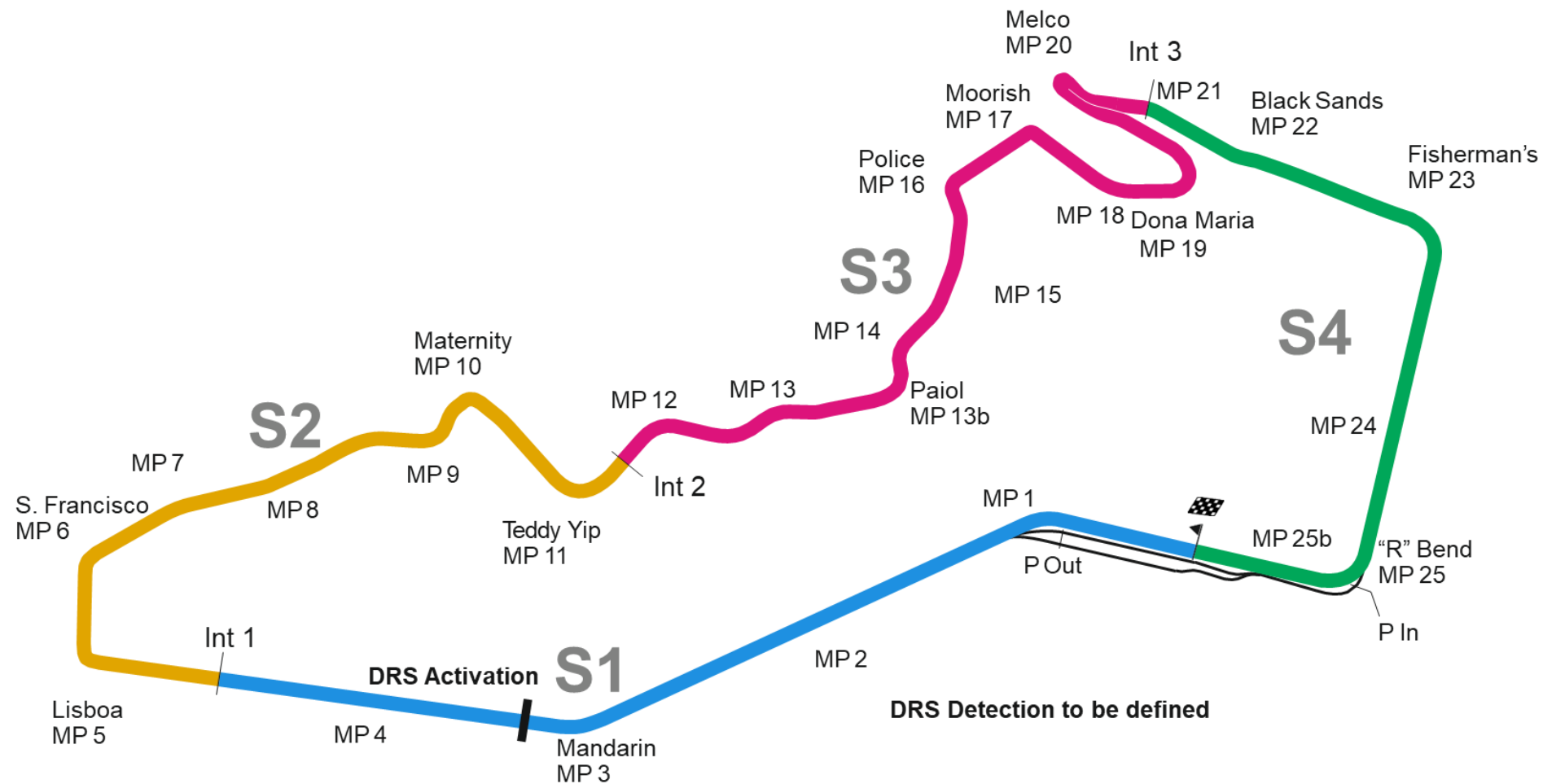
FIA.COM

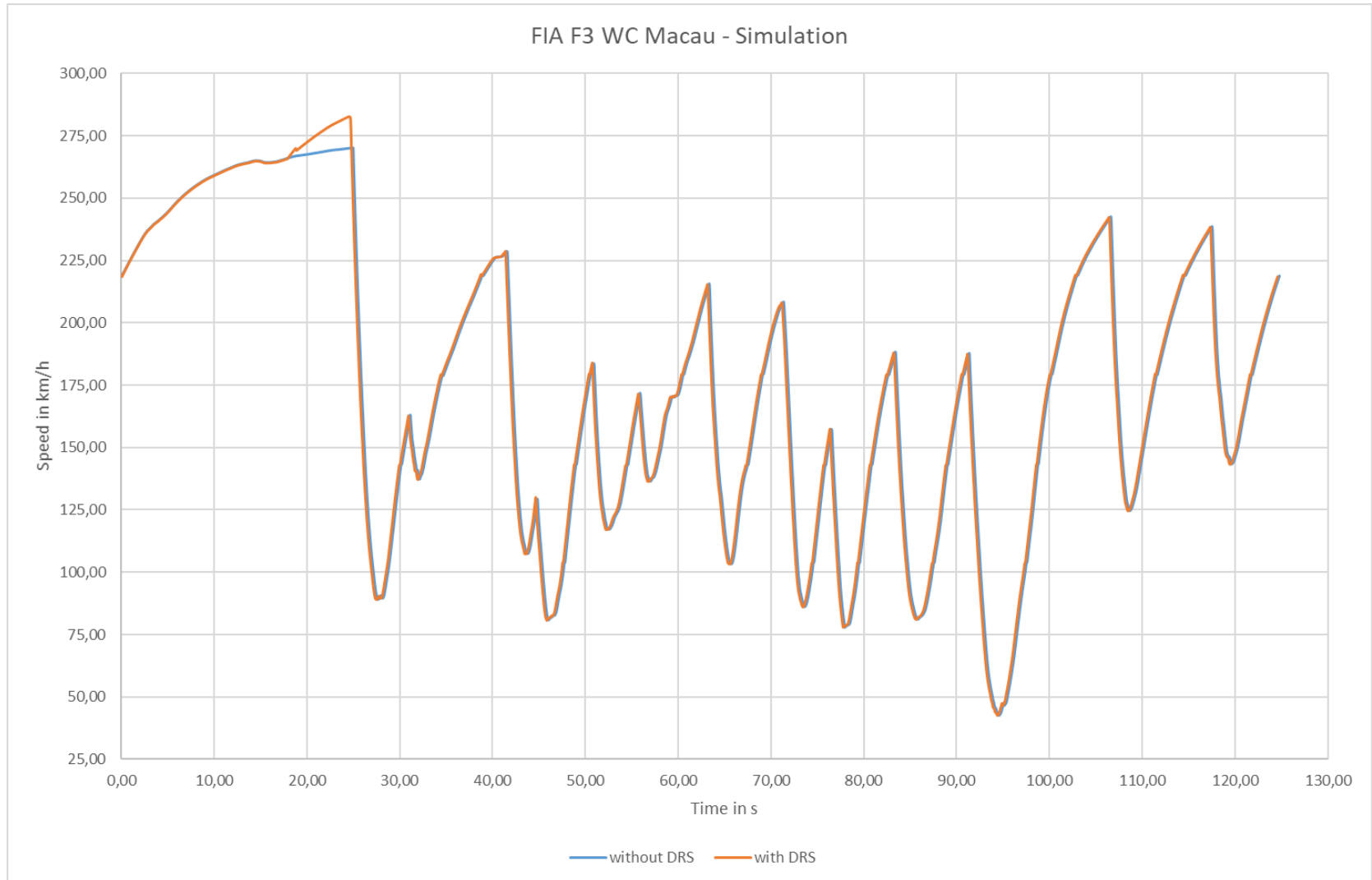
Overview

- Track Layout – DRS Zone
- Vehicle Simulations
- Regulations
- Incident Camera
- Circuit Safety Considerations



FIA F3 World Cup Macau





Gear ratios

The following gear ratios will be mandatory:

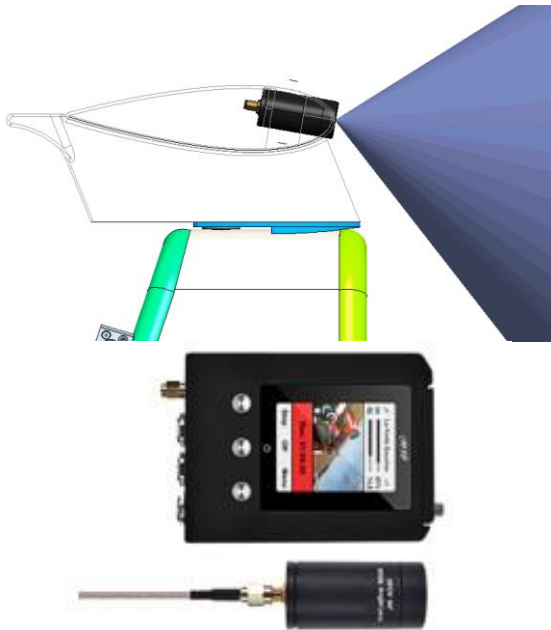
- Final Drive : 10 x 35
- 1st gear : 14 x 35
- 2nd gear : 16 x 29
- 3rd gear : 18 x 26
- 4th gear : 22 x 26
- 5th gear : 24 x 24
- 6th gear : 28 x 24

Regulations

- Minimum Rear Wing Angle of 16° at any time
- Tyre limitation:
 - 4 sets of slicks
 - 3 sets of wets
 - Tyre Parc fermé access as Macau 2018
- No staff limitation

Incident Camera

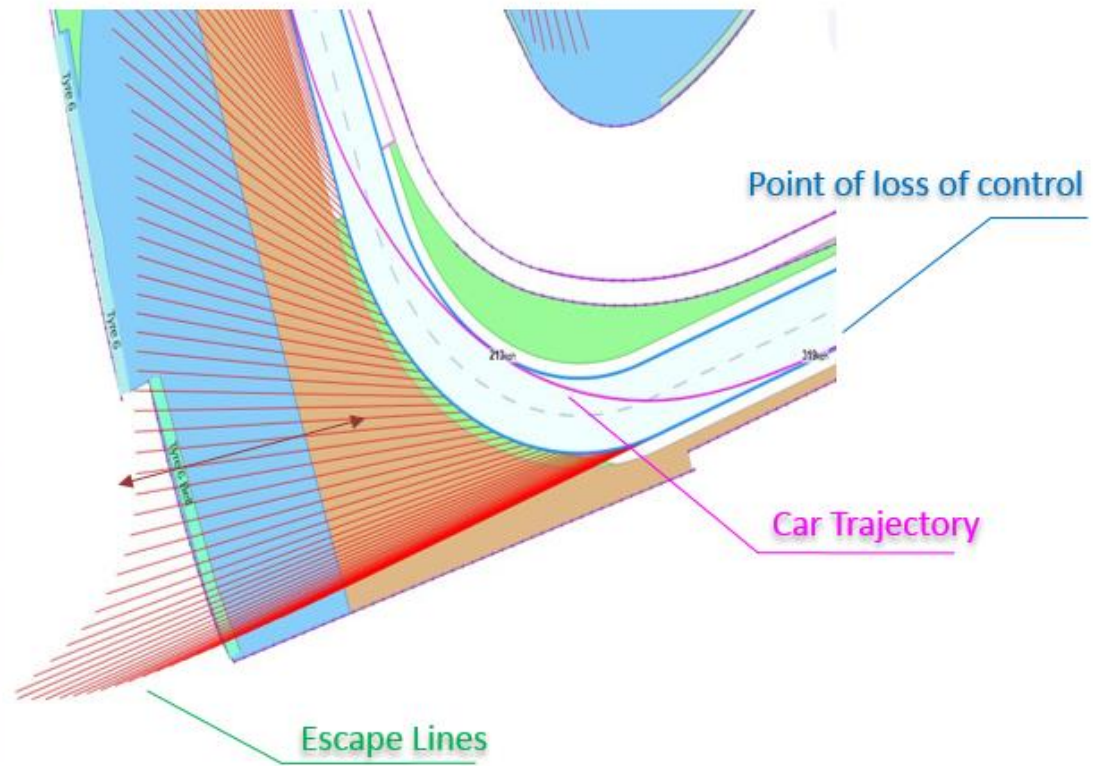
- Incident Camera on all cars
- Similar system used in F3EC – AIM Smarty Cam
- Data overlay, connected to ECU
- Bullet Cam installed in FOM dummy cam – provided by Dallara
- Only allowed onboard camera for F3 Tests



Circuit Safety Considerations

- Full CSAS design and simulation study using FIA F3 Macau car model
 1. Conclusions and Actions of 2018 Macau F3 accident
 2. Increased performance of new FIA F3 car including DRS
- Changes reviewed by FIA Circuits Commission New Project Study Group
- All changes will be carried out in time for the 2019 FIA F3 World Cup

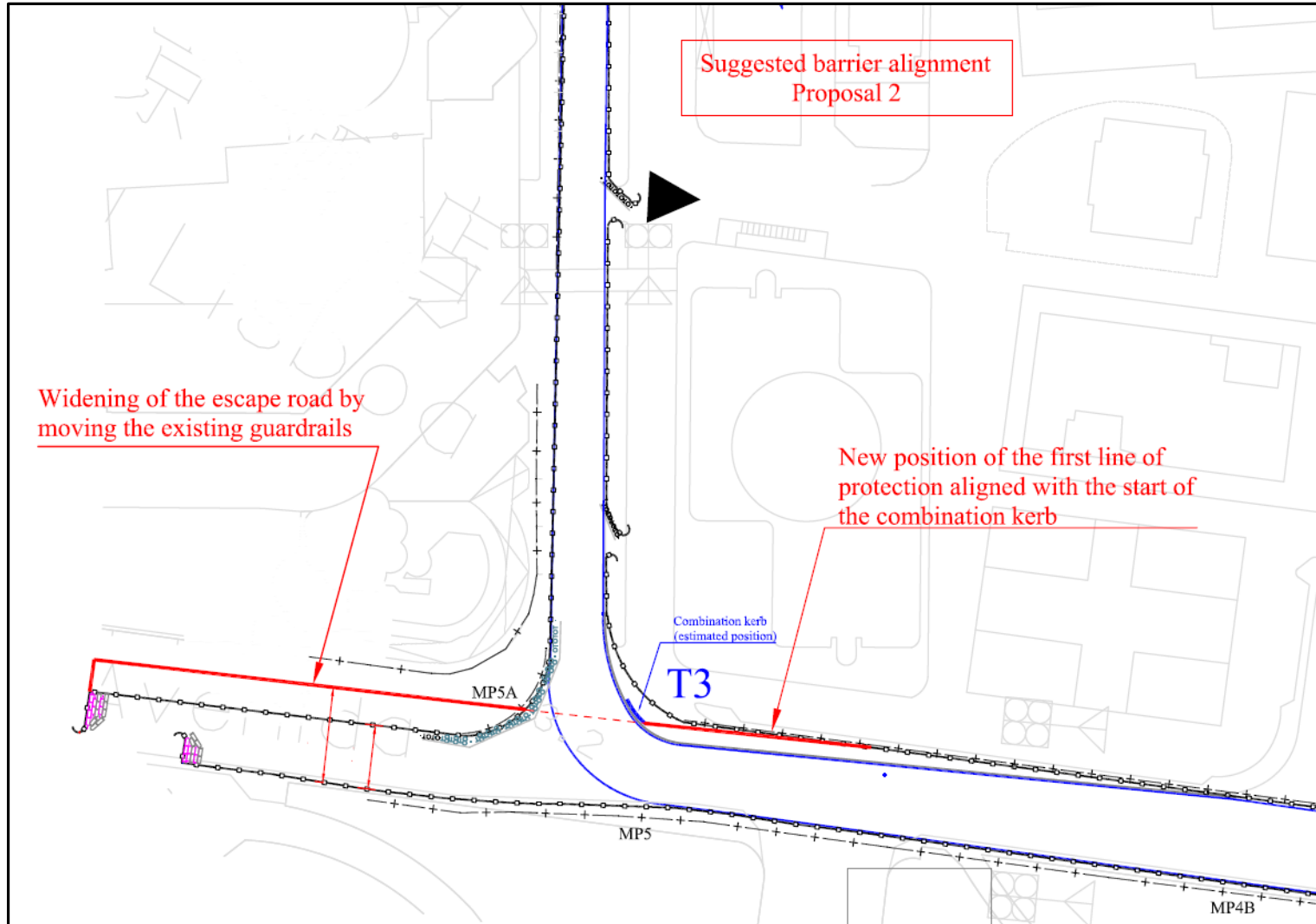
CSAS Simulation



Circuit Safety Changes

- T1 Reservoir: SAFER barrier + new barrier alignment
- T2 Mandarin: SAFER barrier + new barrier alignment
- T3 Lisboa:
 - New barrier realignment on RHS
 - New tyre barriers
 - Wider escape road
- T4 San Francisco: Barrier realignment and additional TecPro
- T5 Hospital: Additional barriers
- T20 Fishermans: New alignment of barriers set back 2m
- T21 R Bend: Additional TecPro at pit entry
- T2, 3, 4, 5, 9, 14, 18, 19, 20, 21: **EM Motorsport Light Panels x10**

T3 Lisboa Bend



Circuit Safety Elements



THE OFFICIAL
SAFER
BARRIER

TECPRO
BARRIERS