



## 2021 BUDAPEST EVENT

29 July to 1 August

---

<b>From</b>	The FIA Formula 3 Race Director	<b>Document</b>	3
<b>To</b>	All Teams, All Officials	<b>Date</b>	29 July 2021
		<b>Time</b>	14:53

---

**Title** Event Notes V1  
**Description** Event Notes V1 F3 Budapest  
**Enclosed** 2021 Budapest Event Notes V1.pdf

**Bob Kettleboro**

**The FIA Formula 3 Race Director**

# BUDAPEST EVENT

29 July to 1 August 2021

---

<b>From</b>	The FIA Formula 3 Race Director	<b>Document</b>	03
<b>To</b>	FIA Formula 3 Teams and Officials / The Stewards	<b>Date</b>	29 August 2021
		<b>Time</b>	14.45

---

## EVENT NOTES.

### General Instructions

- 1) **Matters arising from the Le Castellet 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 17.30 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) **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.

**7.3** For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible. They must not drive side by side with another car.

**7.4** For reasons of safety and sporting equity, drivers must not drive through another team's pit bay after being released from their pit stop position.

**8) Head and Eye Protection during reconnaissance laps.**

**8.1** For safety reasons, all team personnel carrying out any work on a car during the time the pit lane is open for reconnaissance laps prior to the race start must comply with the head and eye protection defined in Article 28.10 of the 2021 F3 Sporting Regulations.

**9) Fuel pressure release in parc fermé.**

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

**9.2** 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.

**9.3** This person will not count as far as Article 21.5 of the 2021 FIA F3 Sporting Regulations (team personnel limitation) is concerned.

**10) Observing yellow flags during free practice and qualifying.**

**10.1** 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).

**10.2** 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.

**11) Lapping during the race.**

**11.1** 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.

## **Event Specific Instructions**

### **12) Changes to the circuit.**

- 12.1 New debris fence has been installed in Turn 13, starting on the approach section on the driver's right at the marshal's post and ending at the second opening on the run-off area.
- 12.2 New debris fence has been installed onto the concrete wall on the pit straight extending the current fencing all the way to the end of the concrete wall towards Turn 14.
- 12.3 New guard rail has been installed on the pit entry section on the driver's left, from the direction of the traffic light this new section starts with a three row guard rail which changes to a two row guard rail and runs all the way to the control line.
- 12.4 The pit exit white line has narrowed to measure four metres from the track edge on the right-hand Side.

### **13) Formula 1.**

- 13.1 F1 Teams have been asked to keep their barriers no more than three meters from the garages during all support practice sessions and races.

### **14) Practice starts during practice and qualifying.**

- 14.1 Practice starts may only be carried out during Practice and Qualifying at the pit exit on the right-hand side, for the avoidance of doubt, practice starts are not permitted during the time the pit exit is open for reconnaissance laps prior to the race start.
- 14.2 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).

### **15) Lines or bollards at the Pit Entry and Pit Exit.**

- 15.1 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.
- 15.2 For safety reasons drivers must keep to the right of the bollard the pit entry when they are entering the pits.
- 15.3 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.
- 15.4 The dotted white line across the pit exit is the track edge.

### **16) Track Limits**

#### **16.1 Turn 4 – Exit**

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red and white kerb on the exit of Turn 4, will result in that lap time being invalidated by the stewards.

#### **16.2 Turn 11 – Exit**

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red and white kerb on the exit of Turn 11, will result in that lap time being invalidated by the stewards.

#### **16.3 Turn 12 – Exit**

- a) A lap time achieved during any practice session or the race by leaving the track and cutting behind the red and white kerb on the exit of Turn 12, will result in that lap time being invalidated by the stewards.

#### **16.4 General - Turn 4 Exit, Turn 11 Exit and Turn 12 Exit**

- a) Each time any car passes behind the red and white exit kerb, teams will be informed via the official messaging system.
- b) On the third occasion of a driver cutting behind the red and white exit kerb at Turns 4, 11 and 12 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.

#### **16.5 Turn 6 and 7**

Any driver that uses the escape road at turn 6 and re-joins the track at the exit of turn 7, who is considered to have gained an advantage by doing so will be reported to the Stewards.

#### **17) Fire extinguishers around the circuit**

**17.1** Indicated by white boards with a red fire extinguisher image attached to the debris fences and barriers.

#### **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 paddock.

**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) Removing cars from the grid**

**19.1** Two gates in the pit wall, the first is adjacent to grid position 4 and the second adjacent to grid position 18.

**19.2** 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, close to the gate nearest your grid positions, to assist marshals with a jack if a car has to be pushed off the grid at the start of the formation lap or after the start of the race.

#### **20) Car number light panels for the start**

**20.1** On the right-hand side of the grid.

#### **21) Track light panel displaying pit entry status**

**21.1** Light panels 17 and 18 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.

**21.2** Light panels 17 and 18 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

#### **22) End of practice procedure**

**21.1** After taking the chequered flag cars should continue to Turn 13 where they must leave the track onto the service road and then stop in front of the F3 scrutineering area. Teams will be responsible for pushing their cars from the scrutineering area, back to their awnings.

#### **22) End of qualifying procedure**

**22.1** After taking the chequered flag drivers should continue to turn 13, leave they must leave the track onto the service road and go directly to parc fermé.

**23) Post-race parc fermé and Podium Procedure.**

**23.1** After taking the chequered flag the first 3 cars continue to the pit lane where they should stop in the Parc Fermé for the podium presentation, all other cars must leave the track at Turn 13 onto the service road and go directly to parc fermé.

**24) General – End of session procedure.**

**24.1** After taking the chequered flag at the end all practice sessions and races, drivers should slow down progressively and **for safety reasons there must be no overtaking after Turn 12.**

**24.2** Any cars in the pit lane at the end of sessions that can be driven, should go to pit exit after all cars on track have taken the chequered flag, when the pit exit light is green, cars may then proceed on track with caution to turn 13 where they must leave the track and return to the paddock or parc fermé as required by the FIA Technical delegate.

**24.3** Any cars in the Pit Lane at the end of the sessions that are not able to be driven will be return to the paddock by breakdowns.

**24.4** Teams and trolleys will be released from the pit exit at the end of all sessions to go on track to Turn 2 where they will leave the track into the paddock.

**25) Any other business.**

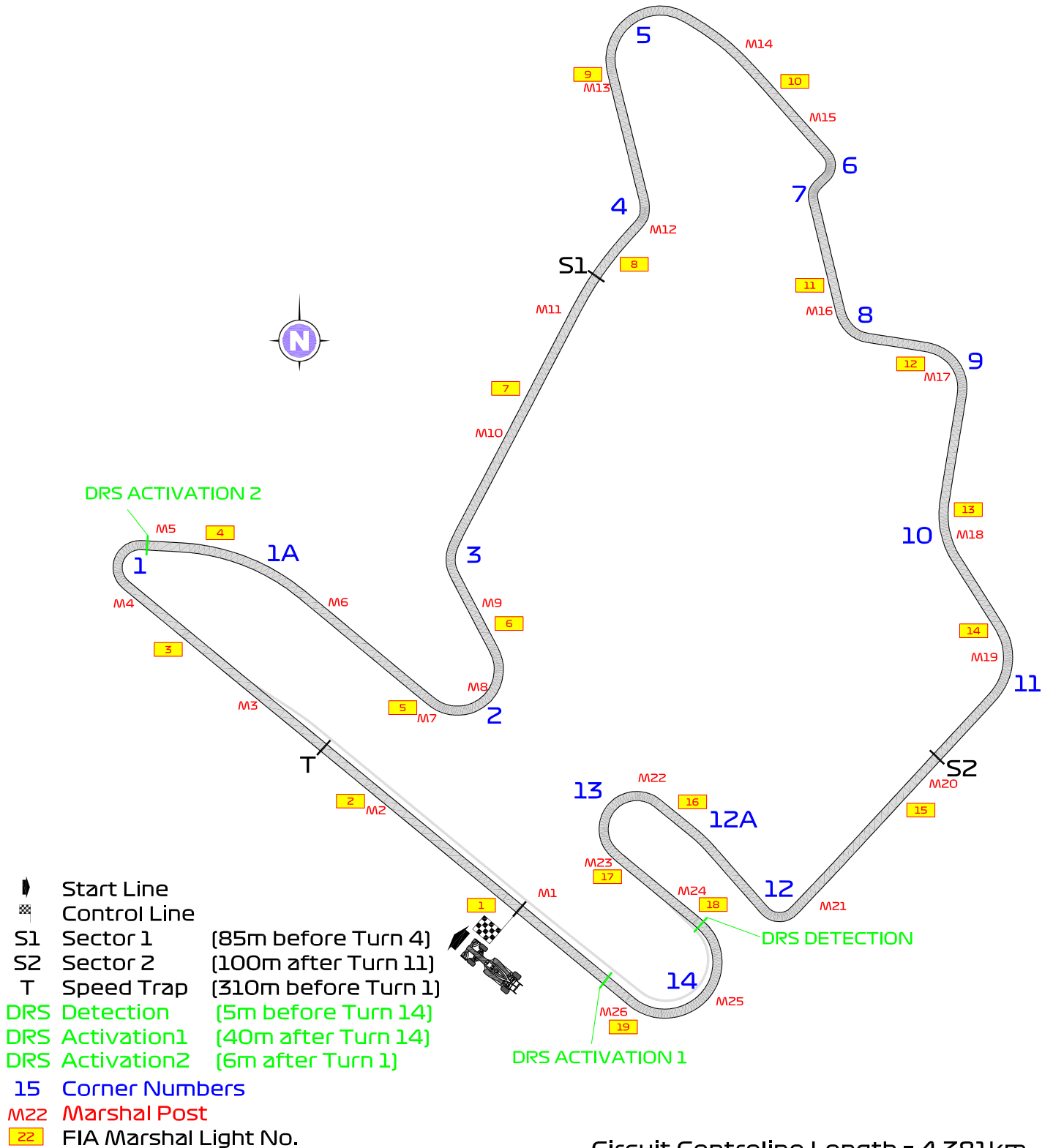


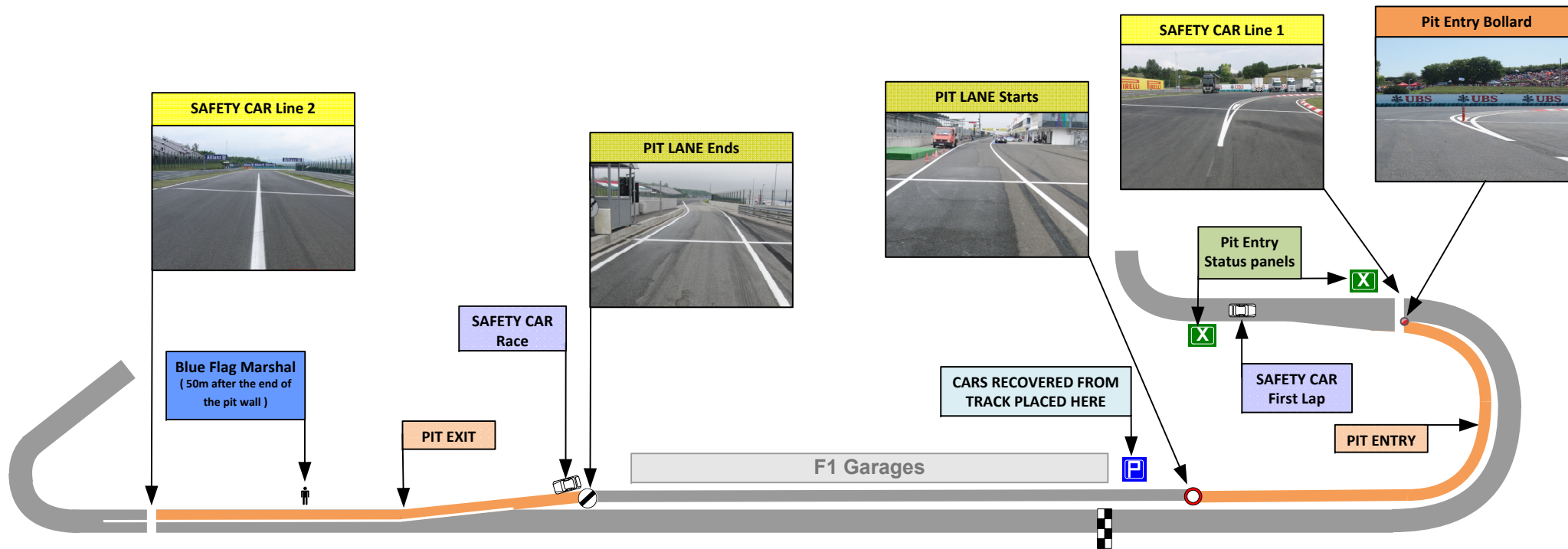
**Bob Kettleboro  
Race Director  
FIA F3 Championship**



# FORMULA 1 MAGYAR NAGYDÍJ 2021 - Budapest

## Circuit Map





55	54	53	52	51	50	49	48	47	46	45	44	43	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	0			
Williams	Williams	Williams	Williams	Williams	Haas	Haas	Haas	Haas	Haas	Alfa Romeo	Alfa Romeo	Alfa Romeo	Alfa Romeo	Alfa Romeo	AlphaTauri	AlphaTauri	AlphaTauri	AlphaTauri	AlphaTauri	Ferrari	Ferrari	Ferrari	Ferrari	Ferrari	Alpine	Alpine	Alpine	Alpine	Alpine	Aston Martin	Aston Martin	Aston Martin	Aston Martin	Aston Martin	McLaren	McLaren	McLaren	McLaren	McLaren	Red Bull	Red Bull	Red Bull	Red Bull	Red Bull	Mercedes	Mercedes	Mercedes	Mercedes	Mercedes	Formula 1	Formula 1	Formula 1	FIA	FIA	FIA	FIA	FIA	FIA
Trident					Hitech					ART					Prema					Charouz					MP					HWA					Campos					Carlin					Jenzer					Designated Garage Areas								
FAST LANE																														FAST LANE																												
																														Pole Position						Control Line																						



## BUDAPEST EVENT

29<sup>TH</sup> JULY TO 01<sup>ST</sup> AUGUST 2021

---

### TYRE SCHEDULE

(ART. 24.6. 2021 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 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 29<sup>th</sup> July**

**13:00** 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

---

**Friday 30<sup>th</sup> July**

**08:05** 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

---

**Saturday 31<sup>st</sup> July**

**08:20** All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

**13:00/14:00** One set of used dry-weather tyres must be returned latest to the Pirelli service area\*

**2 h after end of car Parc fermé race TWO**

All dry NEW and all USED tyres must be deposited in the FIA Formula 3 tyre parc fermé

---

**Sunday 01<sup>st</sup> August**

**08:30** All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

**2 h after end of car Parc fermé race THREE**

All tyres must be returned to the Pirelli service area

---

\* 13:00 if **no** carry-over rims can be used - 14:00 if the carry-over rims can be used  
New dry-weather tyres will be released only if both sets (carry-over + additional) have been returned to Pirelli


**Grand Prix of Hungary 30/07-01/08/21 (21F3R04BUD)**

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

Carryover
<b>MEDIUM</b>

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

	Front (psi)	Rear (psi)
<b>Slicks</b>	13.0	12.0
<b>Wet</b>	13.0	12.0

	<b>FE recommended hot pressure (psi)</b>		<b>RE recommended hot pressure (psi)</b>	
	<b>20.0</b>		<b>19.0</b>	
	<b>FE Camber Limit</b>		<b>RE Camber Limit</b>	
<b>FP / Q</b>	<b>-4.75°</b>		<b>-3°</b>	<b>FP / Q</b>
<b>RACE</b>	<b>-4.25°</b>		<b>-3°</b>	<b>RACE</b>
	Avg wear @15 Laps		Avg wear @15 Laps	
	<b>Medium</b> <b>50%</b>		<b>33%</b>	

**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**

- 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 to return tyres for processing as soon as possible (in accordance with timings set by the FIA Parc Ferme event document) after the completion of Race One and Race Three.
- All mounted Wet tyres will be carried over to the next scheduled event.
- 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.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.



## BUDAPEST EVENT

29 July - 1 August 2021

---

### **Paddock Departure and Return – Trolley and Race Cars**

**Team trolleys.** The route to the pit lane will be the same as in previous years, out of the paddock main entrance, turn left up the slope, onto the race track and round into the pit lane.

Please leave the paddock in F1 pit lane order:

- |                           |                       |
|---------------------------|-----------------------|
| 1) Trident                | 6) MP Motorsport      |
| 2) Hitech Grand Prix      | 7) HWA Racelab        |
| 3) ART Grand Prix         | 8) Campos Racing      |
| 4) PREMA Racing           | 9) Carlin             |
| 5) Charouz Racing Systems | 10) Jenzer Motorsport |

### **Teams and Trolleys**

The teams and trolleys should turn left out of the paddock and proceed to the gate at the top of the slope, leaving a clear passage on one side for emergency vehicles, they must stop at the gate, until given instructions by the marshals to join the track. Any trolleys that are not able to join the line on the slope must wait at the paddock entrance.

### **Race Cars**

As soon as trolleys are moving from the slope onto the track, cars may be pushed forward to the paddock entrance in the same Pit Lane order as Teams and Trolleys. All cars will be started from here with drivers installed.

When the cars have been started, they will leave under power, turning right out of the paddock entrance and down the service road to join the track at Turn 2 and then proceed on track to the F1 pits lane.

### **Team Personnel Starting Cars at the Paddock Exit**

Having started their cars at the paddock entrance team personnel should make their way to the F1 pit lane, please note: transport will not be provided to take the starter batteries to the F1 pit lane.

### **Team and Trolleys at the end of all track sessions.**

Teams and Trolleys will leave the pit lane at the pit exit and return to the paddock via the track to Turn 2 and then enter the paddock.

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

## Pit Lane Procedures Times

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

### **Friday – Practice (10:05 – 10:50)**

Trolleys loaded and ready to depart.	09.20
Trolleys leave the paddock to holding area.	approx. 09.30
Trolleys released to F1 Pit Lane.	approx. 09.45
Race cars released to F1 Pit Lane.	approx. 09.55

### **Friday – Qualifying (13:50 – 14:20)**

Trolleys loaded and ready to depart.	13.05
Trolleys leave the paddock to holding area.	approx. 13.15
Trolleys released to F1 pits.	approx. 13.30
Race cars released to F1 pits.	approx. 13.40

### **Saturday – Race 1 (pit lane open 10:20)**

Trolleys loaded and ready to depart.	09.35
Trolleys leave the paddock to holding area.	approx. 09.45
Trolleys released to F1 pits.	approx. 10.00
Race cars released to F1 pits.	approx. 10.10

### **Saturday – Race 2 (pit lane open 17:40)**

Trolleys loaded and ready to depart.	16:55
Trolleys leave the paddock to holding area.	approx. 17:05
Trolleys released to F1 pits.	approx. 17:20
Race cars released to F1 pits.	approx. 17:30

### **Sunday – Race 3 (pit lane open 10:30)**

Trolleys loaded and ready to depart.	09:45
Trolleys leave the paddock to holding area.	approx. 09:55
Trolleys released to F1 pits	approx. 10:10
Race cars released to F1 pits	approx. 10:20

#### **Please Note:**

**All end of session, end of race procedures and podium procedures are defined in the Race Directors Event Notes.**



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.

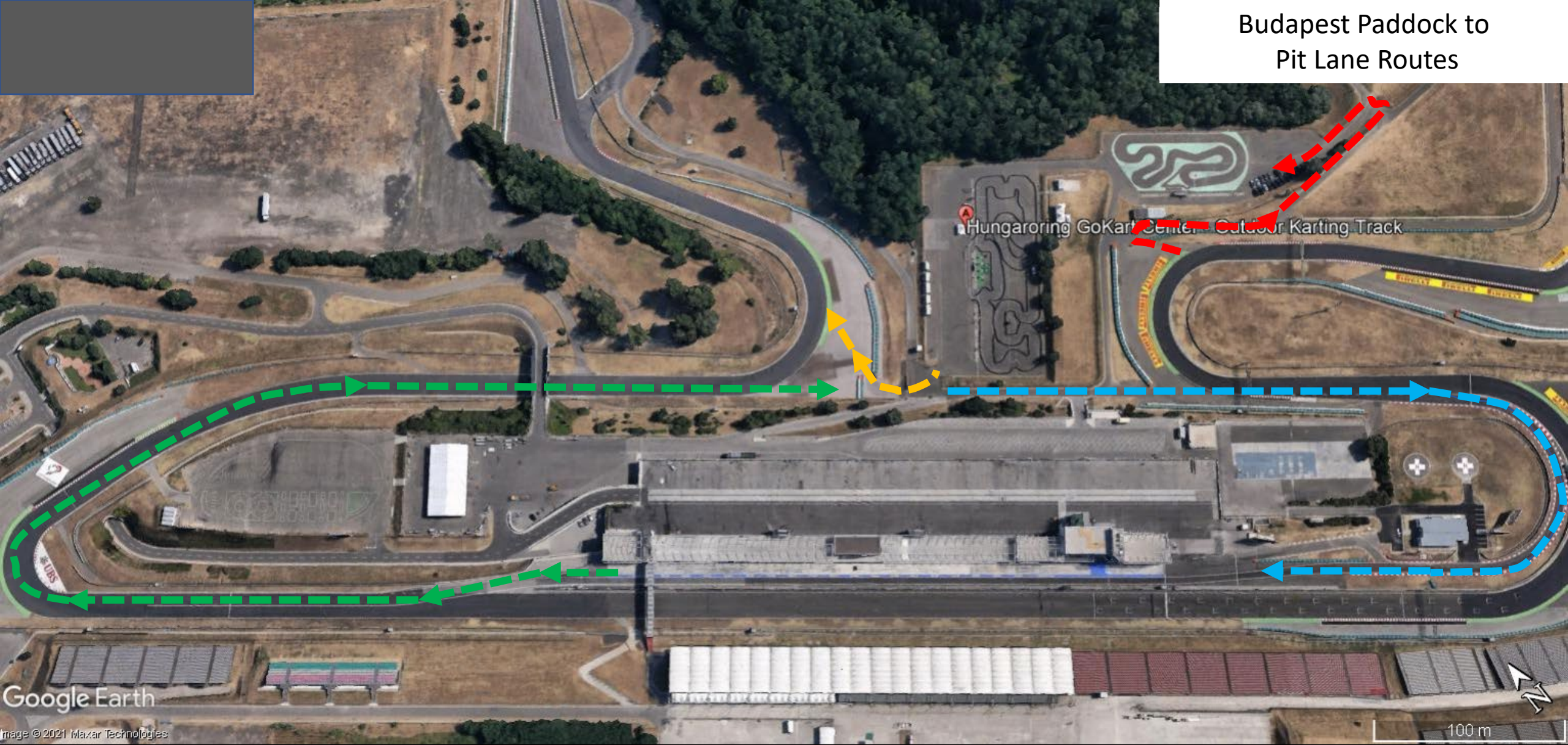
For the avoidance of doubt this includes at all times during any movements to the pre-grid area and whilst transiting to and from Pit Lane before and after each session.

Team Members including Drivers must remain within their defined Groups during these times.

Bob Kettleboro  
Race Director  
FIA F3 Championship



# Budapest Paddock to Pit Lane Routes



Cars To Pit Lane  
On Track.



Cars From Track  
To Paddock.



Trolleys To  
Pit Lane



Trolleys From  
Pit Lane

