



2021 SPIELBERG EVENT

1 to 4 July 2021

From	The FIA Formula 3 Race Director	Document	2
To	All Teams, All Officials	Date	01 July 2021
		Time	14:00

Title Event Notes V1

Description Event Notes V1

Enclosed 2021 Spielberg Event Notes V1.pdf

Bob Kettleboro

The FIA Formula 3 Race Director

SPIELBERG EVENT

1 to 4 July 2021

From	The FIA Formula 3 Race Director	Document	02
To	FIA Formula 3 Teams and Officials / The Stewards	Date	1 July 2021
		Time	14.00

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 Debris fence has been added in a number of locations around the track.
- 12.2 The grass verge on the right-hand side between Turn 2 and Turn 3 has been reduced and replaced with gravel.
- 12.3 The vehicle opening guardrail on the right-hand side at Turn 5 has been realigned.
- 12.4 The second element (green /white of the double kerb at the exit of Turn 6 has been removed and the gravel brought closer to the track edge.
- 12.5 The Race Control has been entirely upgraded.

13) Formula 1.

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

14) Practice starts.

- 14.1 Practice starts may only be carried out on the track at the end of the practice session, none may be carried out in the pit exit. 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.

- 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, when entering the pits, drivers must keep to the right of white line preceding the pit entry which starts approximately 50m before Turn 9. No part of any car entering the pits may cross this line.
- 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 white line immediately prior to the pit entry or 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

16) Cars stopping on the Track

- 16.1 Should a car stop on the track during a session, the driver must keep on all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

17) Escape Road Turn 6

- 17.1 If a driver overshoots the corner at Turn 6 there is a small road along the front of the tyre barrier which leads back on to the track before Turn 7, please ensure that your drivers use this when necessary.

18) Track Limits

18.1 Turn 1 & Turn 3

- a) Any driver who fails to negotiate turn 1 or turn 3 by using the track, and who passes completely (all four wheels) to the left of the yellow kerb element on the apex, must continue on the left-hand side of the yellow kerb and re-join the track at the end of it.
- b) 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.
- 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.

18.2 Turn 9 – 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 9, will result in that lap time being invalidated by the stewards.

18.3 Turn 10 – 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 10, will result in that lap time and the immediately following lap time being invalidated by the stewards.

18.4 General - Turn 9 Exit and Turn 10 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 both Turns 9 and 10 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.

19) Fire extinguishers around the circuit

19.1 Indicated by white boards with Red fire extinguisher image attached to the debris fences and barriers.

20) Places to remove cars from the track

20.1 Indicated by fluorescent orange panels on the barriers.

21) Removing cars from the grid

21.1 Two gates in the pit wall, the first is adjacent to the pole position and the second adjacent to grid position 12.

22) Car number light panels for the start

22.1 On the right-hand side of the grid.

23) Track light panel displaying pit entry status

23.1 Light panels 13 and 14 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.

23.2 Light panels 13 and 14 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

24) End of practice procedure

24.1 At the end of practice drivers may carry out a practice start as defined in Article 14.1 above, after making their practice start drivers should continue to the exit of turn 8 and leave the track on the right to return to the paddock, “for safety reasons there must be no overtaking after Turn 6”

25) End of qualifying procedure

25.1 After taking the chequered flag cars should continue to the exit of turn 8, leave the track on the right and go directly to parc fermé.

26) Post-race parc fermé

26.1 After taking the chequered flag the first three cars should continue to the F1 Grid, all other cars leave the track on the right at turn 8 and go directly to parc fermé.

26.2 The first three must follow the post-race procedure described below:

- a) **Drivers who finish the race in the first three positions will be required to stay on track and proceed directly to the Grid**, where they will find the boards showing positions 1,2, 3 located in the vicinity of grid position 11
- b) Following the podium procedure, the first three cars are to be towed by their teams directly to the paddock parc fermé.

27) General – End of session procedure.

- a) After taking the chequered flag at the end of qualifying and the races drivers should slow down progressively and “for safety reasons drivers must not overtake after turn 6.”
- b) 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 8 where they must leave the track and return to the paddock or parc fermé as required by the FIA Technical delegate.

28) Any other business.



**Bob Kettleboro
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FIA F3 Championship**

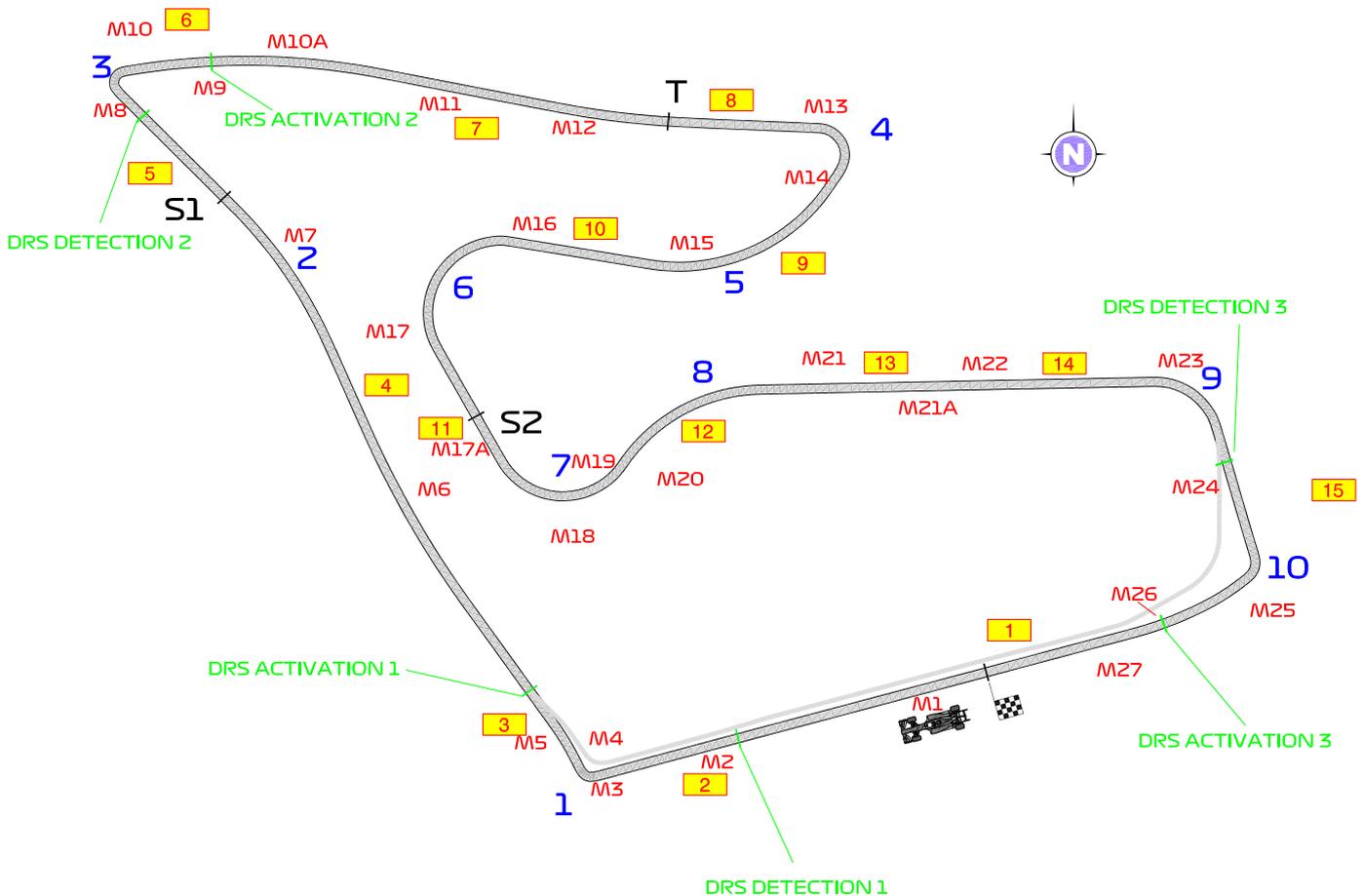


FIA Formula 1 World Championship™

FORMULA 1 BWT GROSSER PREIS VON STEIERMARK 2021 - Spielberg

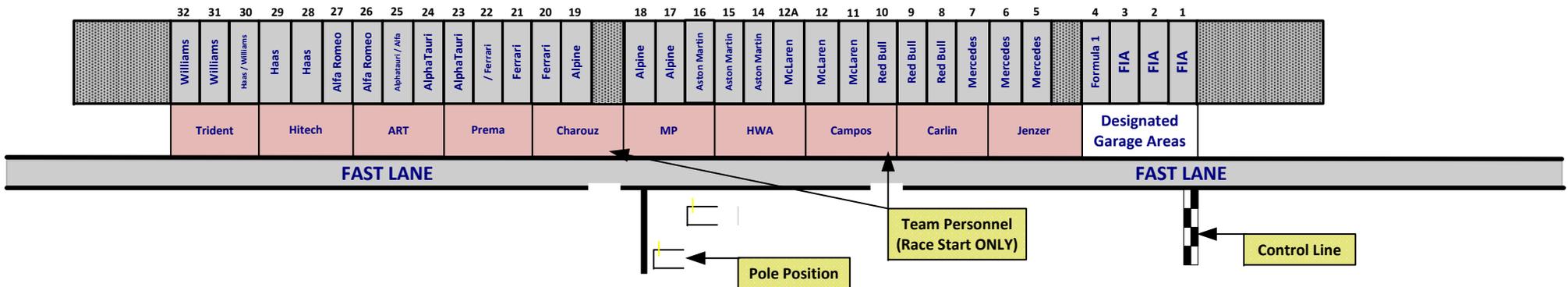
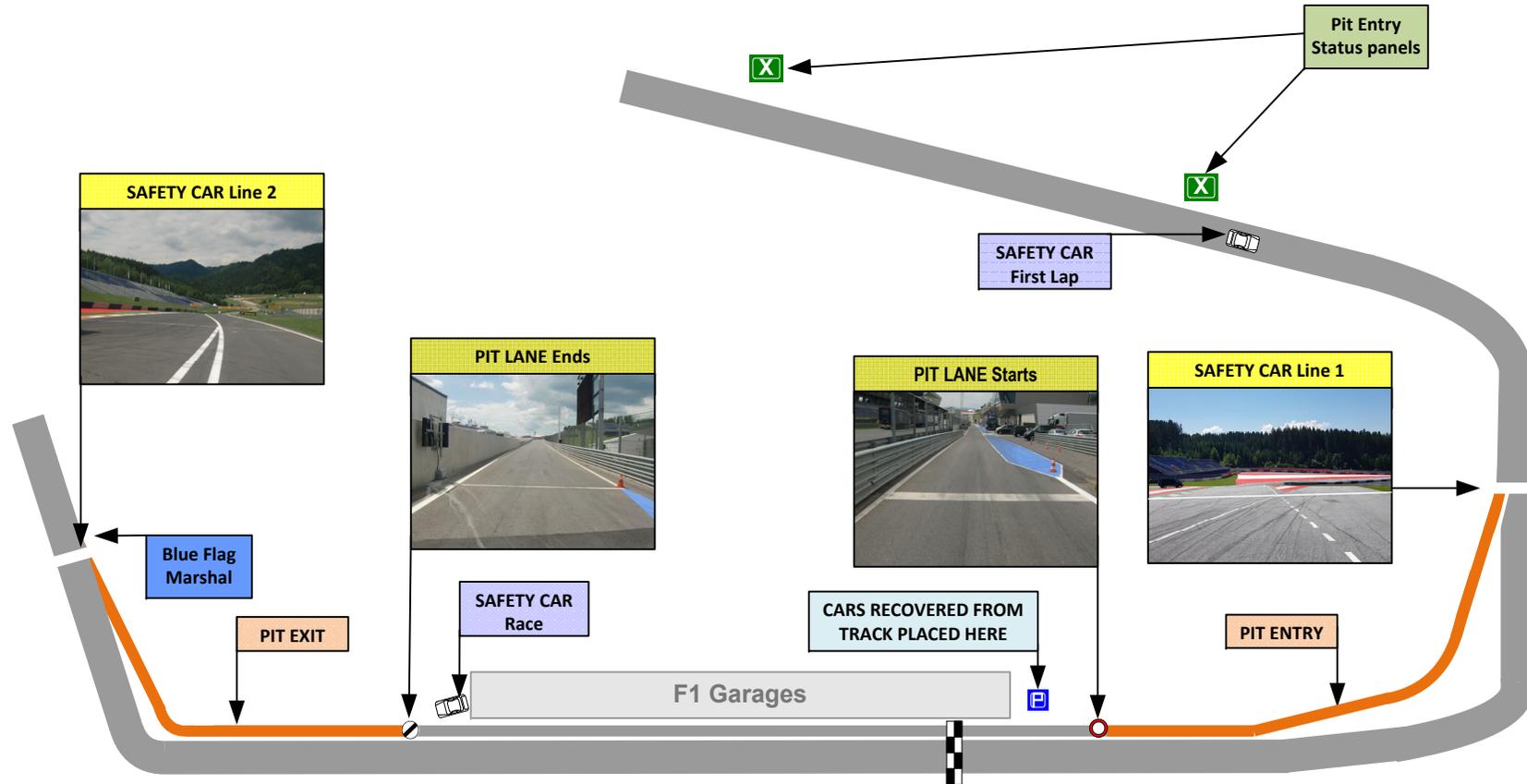
FORMULA 1 BWT GROSSER PREIS VON OSTERREICH 2021 - Spielberg

Circuit Map



- Start Line
- Control Line
- S1 Sector 1 (170m before T3)
- S2 Sector 2 (60m before T7)
- T Speed Trap (170m before T4)
- DRS Detection1 (160m before T1)
- DRS Activation1 (102m after T1)
- DRS Detection2 (40m before T3)
- DRS Activation2 (100m after T3)
- DRS Detection3 (120m before T10)
- DRS Activation3 (106m after T10)
- 15 Corner Numbers
- M22 Marshal Post
- 22 FIA Marshal Light No.

Circuit Centreline Length = 4.318km



SPIELBERG EVENT

01ST TO 04TH JULY 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 and tyre trolleys** 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 01st July

14:00 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 02nd July

07:30 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 03rd 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 04th July

08:50 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 Austria 02-04/07/21 (21F3R03SPI)

Compound	FL	FR	RL	RR
Medium	PN4	PN4	PN5	PN5
Wet	PB7	PB8	PN0	PN1

Carryover
HARD

Minimum and Recommended Hot Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	13.0	12.0
Wet	13.0	12.0

	FE recommended hot pressure (psi)		RE recommended hot pressure (psi)	
	20.0		19.0	
	FE Camber Limit		RE Camber Limit	
FP / Q	-4.75°		-3°	FP / Q
RACE	-4.25°		-3°	RACE
	Avg wear @15 Laps		Avg wear @15 Laps	
	26%		31%	

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.



SPIELBERG EVENT

1 - 4 JULY 2021

Paddock Departure and Return – Trolley and Race Cars

Team trolleys will reach the pit lane via the slope by the F3 Hospitality units, turning left along the roadway behind the F1 paddock and continuing to the far end which leads to the pit lane access point.

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 System | 10) Jenzer Motorsport |

A one-way system will operate for end of sessions, trolleys will exit by the far end of the pit lane and return back up the same paddock slope as on departure.

The top of this slope is quite steep, for both directions, so teams should take extra care and give enough space to each other to avoid problems. Unfortunately, there is no satisfactory alternative route that can be used for the trolley movement.

Team personnel responsible for starting cars in the paddock assembly area prior to the cars leaving the paddock to go on track to the pit lane for the start of sessions are permitted to use Scooters to travel to and from the F1 Pit Lane, for the avoidance of doubt Scooters are only permitted to be used in the Paddock for this purpose, any Scooters used for the journey to the F1 Pit Lane must be parked on the paddock side of gate 6. Note: A Truck will not be provided to transport the starter devices.

For safety reasons, Scooters used for the procedure above must 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.

Race cars will reach the pit lane on track. They will be pushed to the far end of the support paddock nearest the F1 car park where they will line up in front of the slope leading to the track access gate in pit lane order. Marshals will be there to organise movements. **Once trolleys are installed in the pit lane, cars will be released onto the track in pit lane order (Trident First)**

Pit Lane procedures times

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

Friday – Practice (09:30 – 10:15)

Trolleys loaded and ready to depart.	08.45
Trolleys leave the paddock to holding area.	approx. 08.55
Trolleys released to F1 Pit Lane.	approx. 09.10
Race cars released to F1 Pit Lane.	approx. 09.20

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 17:30)

Trolleys loaded and ready to depart.	16:45
Trolleys leave the paddock to holding area.	approx. 16:55
Trolleys released to F1 pits.	approx. 17:10
Race cars released to F1 pits.	approx. 17:20

Sunday – Race 3 (pit lane open 10:50)

Trolleys loaded and ready to depart.	10:05
Trolleys leave the paddock to holding area.	approx. 10:15
Trolleys released to F1 pits	approx. 10:30
Race cars released to F1 pits	approx. 10:40

Please Note:

All end of session and end of race procedures will be defined in the Race Directors Event Notes.



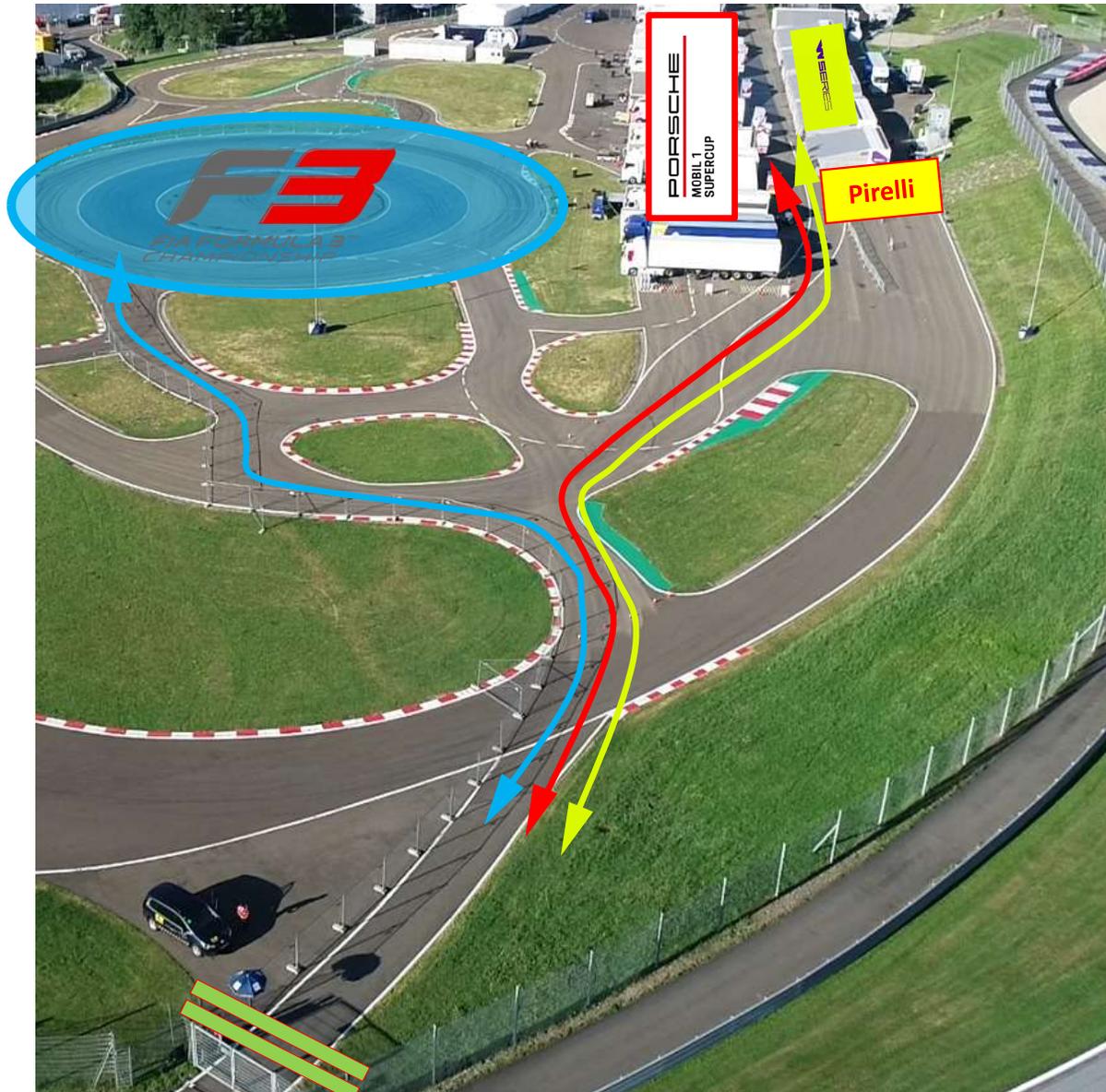
All Event attendees must adopt and promote social distancing, consistent with the local guidance and regulation, in all indoor and outdoor spaces, and as far as practically possible within the constraints of safe working practice. A separation distance of 2 meters between individuals is suggested for 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.

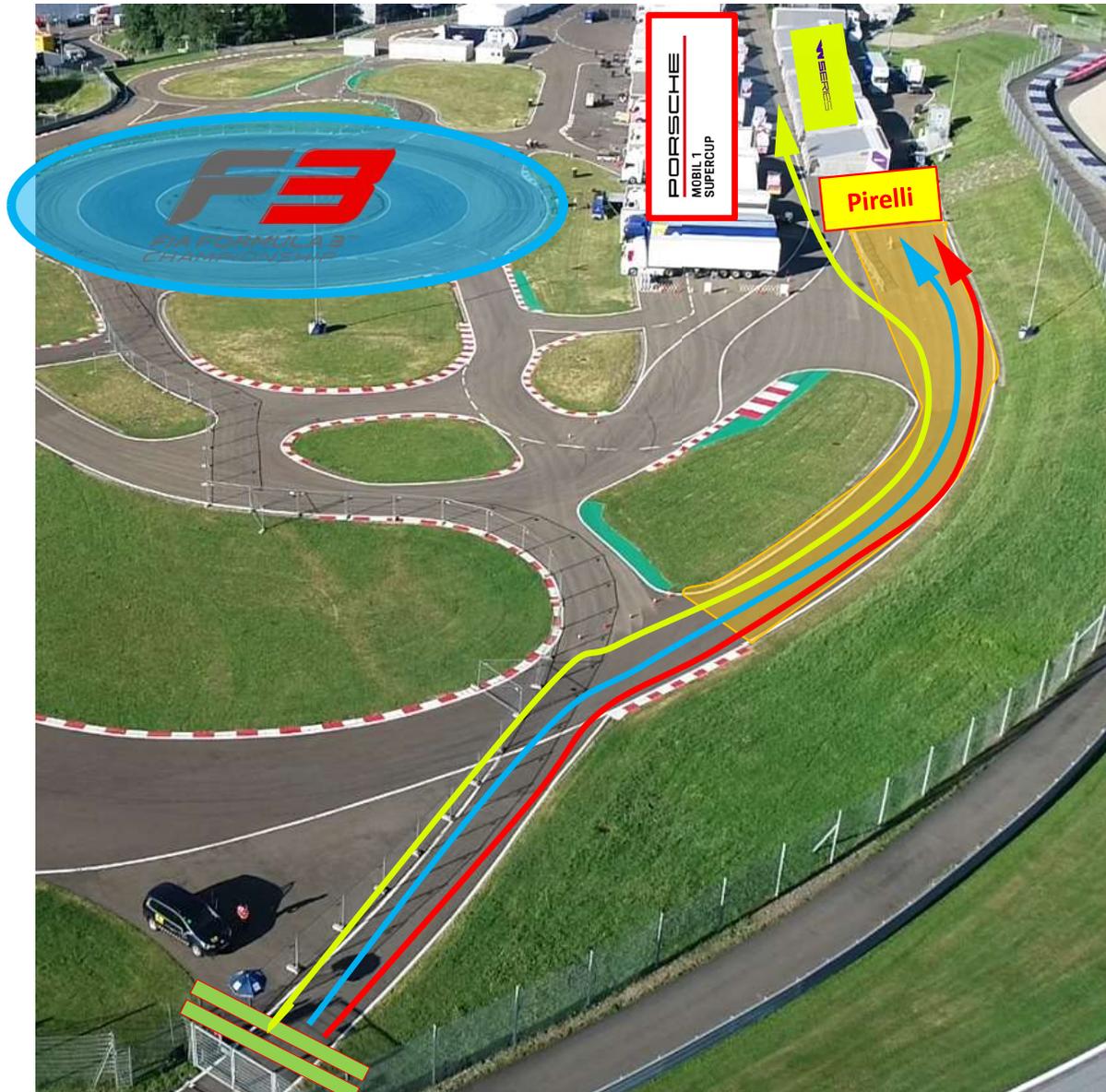
Bob Kettleboro
Race Director
FIA F3 Championship

BK / MC – V1



Entry/Exit Procedure

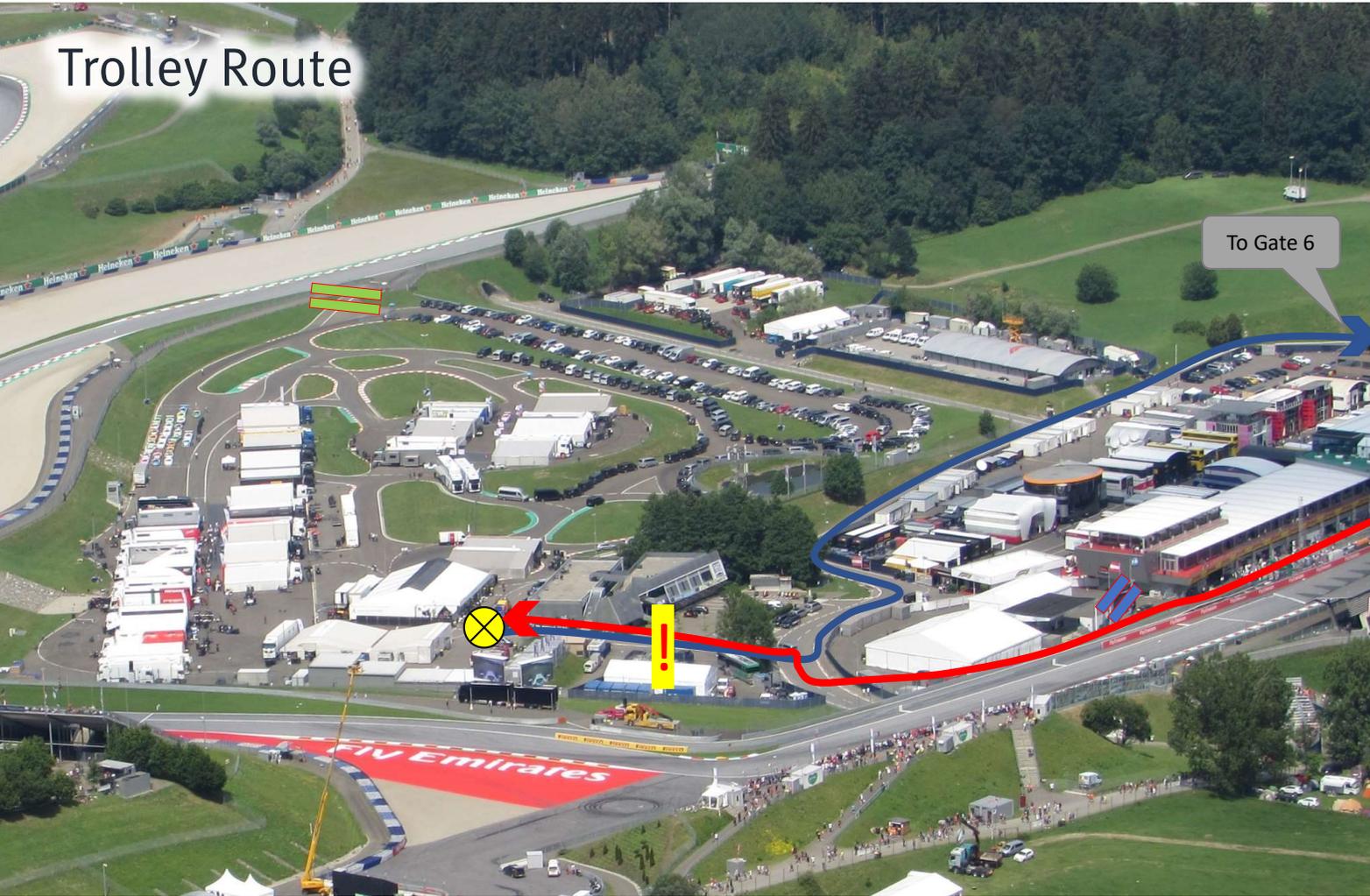
-  Route W Series
-  Route Porsche
-  Route F3
-  Gate #26
-  Parc Fermé



Parc Fermé

-  Route W Series
-  Route Porsche
-  Route F3
-  Gate #26
-  Parc Fermé

Trolley Route



-  Trolley route Entry
-  Trolley route Exit
-  Gate #26
-  Gate #7
-  Support Race Trolleys
-  Attention step (see next page)

Trolley Route



 Trolley route Entry

 Trolley route Exit

 Gate #6

 Gate #26

 Gate #7

Route of the trolleys back to paddock

Race Track Marshals will advise

